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OUR SUBURBS.

A RESUME OF THE ORIGIN, PROGRESS

AND

Present Status of Chicago's Environs,

REPRINT FROM "THE CHICAGO TIMES."

PRESENTED BY

The Blue Island Land and Building Company,

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CHICAGO.

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TO THE PUBLIC.

The subject matter of this book is a reproduction of the superb and exhaustive article which appeared in "The Sunday Times," of Chicago, on the 4th of May, 1873. The article was prepared especially for that journal by its most experienced reporters, and was admirably illustrated with the same map which appears in this work.

As an epitome of the origin, growth, and present condition of Chicago's wonderful system of suburbs, it forms a most interesting and valuable compilation, and one which commends itself to the attention and thoughtful consideration of every person who has the welfare of the city and its environs at heart.

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OUR SUBURBS.

CHICAGO, for its size, is more given to suburbs than any other city in the world. In fact, it is doubtful if any city, of any size, can boast of an equal number of suburban appendages. They are of various population, all the way from 10,000 down to the solitary man who dances attendance on the train at the depot. But all have names, and the enterprising "platter" would be highly indignant if his embryo city were omitted from this list. The number of suburbs of all sorts contiguous to Chicago is nearly a hundred, and they aggregate a population of 50,000 or more, represented by 5,000 or 6,000 heads of families, all of whom do business in the city, and form a large per cent. of the passenger list of the 100 or more trains that enter and leave the city daily.

Chicago, as most people are aware, is situated on an open prairie, skirted on the east by a lake. In the latter direction, therefore, the enterprising real-estate dealer meets with some difficulty in disposing of water-lots, but westward there is an unlimited space, bounded only by the swamps of the Calumet, the Mississippi, the British provinces, and the imagination. Some day the Queen's dominions will be annexed, and then there will be absolutely no limit to Chicago enterprise. At present the real-estate dealer's horizon is bounded by a semi-circle radiating about thirty miles from the court-house. The *Sunday Times* reporter, who has been devoting himself to this subject for a week or two past, has not yet completed his computation—he has not yet ascertained the exact number of millions of corner lots within the radius described, to say nothing of inside lots; but in a rough way, taking the city of London as a divisor, he makes out room enough for a good dozen of such three million and a half hamlets. This may strike the uninitiated reader as a large figure, but those acquainted with Chicago's prospects, and the wonderful elasticity of the suburban property-owner's mind, will see nothing surprising in this calculation. Chicago is bound to be the world's city. This is a progressive age, and while the old fogy past has been able to build up a London, what may not be in store for the great city of the future? A hundred years hence this "great and glorious" country will contain a population of 200,000,000 souls. England at present is rated at but 19,000,000. Now let the reader add a London to every 19,000,000 contained in the 200,000,000, and he will have a conception of the basis on which the man with Chicago suburban ideas makes his calculation. Who shall say he is wrong? But whether right or wrong, the aforesaid territory is subdivided, and the lots are selling nearly as fast as the transfer papers can be filed by the busy recorder.

Few cities anywhere are so well adapted to the fostering of suburbs as this. There is no impediment to trains in any direction — except the lake, and that will be tunneled some day, and then merchant castles will dot the sand-hills of Michigan. If the city continues to attract railroads at the same rate in the future that it has in the past fifteen years, every prominent thoroughfare running north, west and south will be laid with iron bands, and what is now the prairie beyond will be gridironed as was wont to be the darkey's back in ye olden time of chivalry. In that coming time there will be also improvements in speed. Now the train lumbers through the city at the rate of ten miles an hour — the city ordinances allow but six; but by and by, when the tracks run all the way in sunken beds and under viaducts, the speed will be doubled and trebled, and then the present hour's ride will be cut down to a matter of twenty minutes. Consequently, what is to hinder people enjoying suburban life, or what is to hinder the city from expanding itself *ad libitum*? Already the older railroads for a distance of twenty miles or more are dotted with villages so thickly that the dividing lines between them are more imaginary than real. To Hyde Park and beyond, toward the south, the line of residences, three or four blocks deep, is literally unbroken. Westward on the Chicago, Burlington and Quincy and Galena division of the Northwestern railroad, the aspect is very similar, and the same rule obtains northward on the other divisions of the Northwestern company. Southward, in the direction of Englewood, the same results are rapidly developing, and other lines are making strenuous efforts in the same direction. To such an extent has this class of enterprises been carried, that suburbs are no longer the result of railroads, but the rule has been reversed, as may be witnessed in the case of the Chicago and Pacific railroad, which is not yet completed, and yet the line between here and Elgin is literally cut up into subdivisions, some of which are in a fair way of taking a front rank at an early day. There is no doubt that this road is almost directly the result of these enterprises. A very similar result may be observed in the proposed route known as the Chicago and La Salle, gotten under way by the Riverside people to afford them additional facilities for reaching the city, although they are situated on one of the best equipped and most accommodating lines in the west.

While modern improvements and the active spirit of the age create a tendency toward aggregation in cities, building them to dimensions never known before, the facilities afforded by these modern improvements make it possible to cover more ground than formerly, and city life will consequently assume a healthier state than in the olden time before steam, when 100,000 people were crowded into quarters now occupied by 5,000, or at most 10,000, inhabitants. In visiting some of the older cities of Europe, one is surprised to see into what small compass large populations were formerly crowded, for the limits are still well defined by the remnant of the old walls that once surrounded these places. On the old basis Chicago with her suburbs would have furnished sufficient territory for the entire population of the Roman Empire, and it conquered the world. Horse-cars were the first positive innovators, and people looked upon them as a great step in the right direction where they were appreciated; but this institution seems to have served its time — it is, in fact, getting to be quite old fogiyish — and the locomotive is fast taking the place of the too sedate quadruped. It is in view of the possibilities to be reached through the locomotive that Chicago is spreading itself over

a fair share of the State of Illinois. The people in this respect are ahead of the railroad companies, who have been slow to appreciate rapid transit through the city, or at least have done little heretofore in bringing it about; but latterly stern necessity has opened their eyes to the *must*, if not to the desirability, of the thing; and now plans are rapidly developing that will provide all the main roads with viaducts at no distant day. But the question arises, Will the march of improvement stop with this? Ask any dealer in suburban real estate, and he will answer with a sanguine and emphatic "No; the pneumatic tubular railroad will yet be realized." This idea is very seriously agitating the minds of a great many people able to give it a practical application should it prove feasible. There was talk at one time of connecting Riverside with Chicago in this way, and several sanguine minds are confident that before another decade a man somewhat in a hurry will be able to telegraph his corporosity to New York within a matter of a single hour, stoppages for wind included. When this plan is thoroughly a-going, the business man of Chicago can build his villa on the banks of the Mississippi, at the foot of the Rocky mountains, or among the pictured rocks of Lake Superior, and still attend to business as readily as does the man who now jogs down to Thirtieth street in a blundering one-horse car.

To speak more in detail, the suburban real estate market may be put down as healthy. If the demand is not equal to the supply, it is owing to the fact that the supply is inexhaustible; but the demand is all that any reasonable person ought to ask for. The *Sunday Times* reporter, in collecting the facts and figures for this article, had abundant opportunities to gauge the market, and wherever he went the same hopeful tone prevailed. Real estate offices are crowded daily with eager purchasers, and everybody about the establishments is kept busy from morning till night explaining subdivisions, answering questions regarding railroad facilities, the water supply, educational advantages, and such other points as the prospective ruralist would naturally take into consideration.

Those desiring to purchase had better be about it soon, for every day that passes is money out of their pockets. With each recurring morning the real estate dealer comes down to his office, contemplates the hungry crowd of would-be purchasers crowding the outside of the railing, and after taking off his over-coat the first thing he does is to turn to the head man and to whisper, "John, add another \$10 a foot." In the course of the year, as one can easily see, this sort of figuring produces a grand total, and it would appear that the higher the figures the more eager are people to invest.

The reporter of the *Sunday Times* has been the rounds of all the suburbs during the past month, and has taken every pains to get correct views of his subject, so that seller and buyer might both be served by his labor. It is presented in the following pages. The details have been systematized so that anyone can find his pet subdivision by looking for the railroad on or near which it is situated. The beginning is made at the north, and then the details follow the various railroads round the city to the south. Thus the beginning opens with Lake View and the end is reached in South Chicago.

A reference to the accompanying excellent map will assist the reader in fully comprehending the number, situation, and importance of Chicago's various suburbs.

LAKE VIEW.

This beautiful township, immediately adjoining Chicago on the North and extending to Evanston, is destined, at no distant day, to be completely possessed and occupied by the overflow from these populous neighbors. Stretching along the lake in the form of a strip, so narrow as to bring nearly the whole of it within two miles of the shore,—its eastern half composed of high, wooded ridges, and much of the remainder covered by natural groves,—nearer to the heart of the city than any other suburb, the south boundary of the township *being but two and a half miles from the main branch of the Chicago river*,—there is scarcely an acre within it which will not become high-priced residence property. The half-mile along the lake shore cannot fail very speedily to become, for residence purposes, as choice as anything in or about Chicago.

Lying either immediately contiguous to or to the northward of Lincoln Park, and possessing the same natural features which render that resort so attractive, the entire township will bear the look of a Park neighborhood. When the lake shore drive is completed, *the southern entrance to Lincoln Park itself will be within one-half mile of Clark street bridge*. This drive, several miles of which are already finished, and commencing, as we have said, near the heart of the city—an advantage which none of the other proposed boulevards can possess—runs along an open shore, unobstructed by railroad piling, machine shops or other unsightly objects—and in full and near view of all the passing commerce of the port. At North avenue it loses itself for a couple of miles in Lincoln Park and then, emerging at Diversey street, will be extended to Evanston, twelve miles. If this enterprise is carried out as it has been begun, Chicago will possess a drive which need fear no comparison with anything now existing in this or any other country.

The Lake View Town Hall is a fine brick building just erected at a cost of \$15,000, supplies a gathering place for public meetings, lectures, concerts, etc., the want of which has heretofore been severely felt.

The annexation of the south two miles of Lake View to Chicago—thus extending the city northward so as to correspond with the limits in other directions—has been mooted, and would undoubtedly, if carried out, confer, in the matter of water and gas, some benefit upon those living within the proposed extension. The city sewerage system, however, in that portion of the township lying east of the Evanston road, by reason of the high and rolling topography and the sandy nature of the soil, is but little needed. This dryness is one cause of the well known healthfulness of the north shore.

The western portion of the town has frequent and quick connection with the city by the Milwaukee railroad, and here has sprung up within the past three years the flourishing village of RAVENSWOOD, already possessing church, academy, and a large brick school house—an energetic and thriving neighborhood—just the place for parents looking for a healthy and accessible suburban locality wherein to rear and educate their children. In addition to the present modes of communication between Lake View and the city—the Milwaukee railroad, the North Side horse-cars and dummy, and the shore drive for carriages,—there is in contemplation a narrow-gauge steam railway, to run by the nearest

practicable route from the La-Salle street tunnel to Evanston, parallel to and within half a mile of the shore. Such a road in operation, Lincoln Park enlarged and completed, and the drive extended as proposed, the town of Lake View, so far as all residence purposes are concerned, need fear no rivalries or counter irritants administered in the interest of other localities, no matter with what amount of advertisement pressed.

Lake View is the home of many of our wealthy and prominent citizens, among whom may be mentioned S. H. Kerfoot, H. G. Spafford, David Goodwillie, John V. Le Moyne, Hon. W. C. Goudy, S. B. Chase, B. Shutteff, Thomas Shirley, Robert R. Clark, Jacob Rehm, J. M. W. Jones, James Waller, David Williams, Rev. L. J. Halsey, Rev. W. M. Blackburn, Belden F. Culver, E. K. Hubbard, John A. Huck, Gen. Joseph Stockton, Timothy M. Rradley, Major D. W. Whittle, and others.

THE MILWAUKEE DIVISION.

This branch of the Northwestern railroad is one of the principal suburban roads, there being fifteen towns along its line that have immediate business relations with Chicago, in the sense that their residents are looked upon as business men of Chicago. Their stores, warehouses, elevators and offices are here, but their homes have been transplanted to what are considered more salubrious locations.

The names of the places are given below, with commutation time table, showing in brief the railroad facilities each one enjoys:

COMMUTATION RATES.

| BETWEEN C H I C A G O AND | Distances from Chi- cago. | Price of ticket for 30 fares, and good for four months. | Price of ticket good for 100 fares. | Length of line for which 100-ride tick- ets are good—miles. | Price of annual ticket. | Price of first half-yearly ticket. | Price of second half- yearly ticket. |
|---------------------------------|------------------------------|---|--|---|-------------------------|---------------------------------------|---|
| Belle Plaine..... | 5.3 | 3 20 | 7 20 | 3 | 50 00 | 30 00 | 23 00 |
| Ravenswood..... | 5.8 | 3 50 | 7 20 | 3 | 50 00 | 30 00 | 23 00 |
| Rose Hill..... | 7.7 | 4 70 | 9 00 | 3 | 55 00 | 39 00 | 24 00 |
| Rogers Park..... | 9.2 | 5 50 | 12 00 | 4 | 65 00 | 33 00 | 29 00 |
| Calvary..... | 10.2 | 6 10 | 12 70 | 4 | 66 00 | 40 00 | 30 00 |
| South Evanston..... | 10.8 | 6 60 | 14 00 | 4 | 71 50 | 42 50 | 32 50 |
| Evanston..... | 11.8 | 7 10 | 14 70 | 4 | 71 50 | 43 00 | 33 00 |
| North Evanston..... | 13.1 | 7 70 | 15 75 | 4 | 72 50 | 43 50 | 33 50 |
| Willmet..... | 14.0 | 8 40 | 17 00 | 4 | 75 00 | 44 00 | 34 00 |
| Winnetka..... | 16.5 | 9 90 | 18 60 | 4 | 76 00 | 46 00 | 34 00 |
| Lake Side..... | 17.5 | 10 40 | 19 40 | 4 | 77 00 | 47 00 | 35 00 |
| Glencoe..... | 18.9 | 11 40 | 21 00 | 4 | 80 00 | 48 00 | 36 00 |
| Highland Park..... | 22.9 | 11 80 | 23 50 | 4 | 85 00 | 51 00 | 35 00 |
| Highwood..... | 24.2 | 14 80 | 24 20 | 4 | 88 00 | 53 00 | 41 00 |
| Lake Forest..... | 28.0 | 16 80 | 28 00 | 4 | 95 00 | 57 00 | 43 00 |
| Rockland..... | 30.1 | 18 10 | 30 00 | 4 | 100 00 | 60 00 | 45 00 |
| Waukegan..... | 35.6 | 21 40 | 35 50 | 5 | 115 00 | 68 00 | 53 00 |
| Beaton..... | 39.9 | 24 00 | 40 60 | 5 | 117 00 | 69 00 | 54 00 |
| Kenosha..... | 51.4 | 30 09 | 51 00 | 5 | 150 00 | 90 00 | 67 00 |
| Racine..... | 61.7 | 37 00 | | | | | |

OUR SUBURBS.

GOING NORTH.

| STATIONS. | Dist. | Pass. | Pass. | Pass. | Pass. | Pass. | Pass. | Pass. | Pass. | Pass. | Pass. | Pass. | Ex's. | Mail. |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Le. Ar. | | P. M. | A. M. | A. M. | A. M. | |
| Chicago | ..... | 11 00 | 9 00 | 6 20 | 5 25 | 5 05 | 5 00 | 4 10 | 1 00 | 11 45 | 9 30 | 8 00 | ..... | ..... |
| City Limits | 2.5 | ..... | ..... | 6 35 | ..... | ..... | ..... | ..... | ..... | 11 57 | ..... | ..... | ..... | ..... |
| Ravenswood | 5.8 | ..... | 9 21 | 6 45 | ..... | 5 25 | ..... | ..... | 1 22 | 12 08 | ..... | 8 21 | ..... | ..... |
| Rose Hill | 7.7 | ..... | 9 27 | 6 51 | 5 51 | 5 30 | ..... | 4 37 | 1 27 | 12 13 | ..... | 8 25 | ..... | ..... |
| Rogers Park | 9.1 | ..... | 9 30 | 6 54 | 5 54 | 5 33 | ..... | ..... | ..... | 12 16 | ..... | ..... | ..... | ..... |
| Calvary | 10.2 | ..... | 9 33 | 6 58 | 5 57 | 5 36 | ..... | 4 44 | 1 35 | 12 20 | ..... | 8 31 | ..... | ..... |
| South Evanston | 10.8 | ..... | 9 35 | 6 00 | 5 58 | 5 34 | ..... | ..... | 1 37 | 12 22 | ..... | ..... | ..... | ..... |
| Evanston | 11.8 | 11 55 | 9 38 | 7 06 | 6 00 | 5 40 | ..... | 4 49 | 1 40 | 12 25 | 10 02 | 8 36 | ..... | ..... |
| North Evanston | 13.1 | ..... | 9 42 | 7 10 | 6 03 | ..... | ..... | ..... | 1 43 | ..... | ..... | ..... | ..... | ..... |
| Willmet | 14.0 | 12 06 | 9 45 | 7 12 | 6 07 | ..... | ..... | ..... | 1 46 | ..... | ..... | 8 42 | ..... | ..... |
| Winetka | 16.5 | 12 18 | 9 52 | 7 18 | 6 15 | ..... | ..... | 5 01 | 1 55 | ..... | ..... | 8 50 | ..... | ..... |
| Glencoe | 18.9 | 12 28 | 9 58 | 7 24 | 6 23 | ..... | ..... | 5 07 | 2 02 | ..... | ..... | 8 57 | ..... | ..... |
| Highland Park | 22.9 | 12 47 | 10 10 | 7 35 | 6 35 | ..... | 5 55 | 5 17 | 2 15 | ..... | 10 25 | 9 07 | ..... | ..... |
| Hinwood | 24.2 | ..... | ..... | 7 38 | 6 38 | ..... | ..... | 5 21 | ..... | ..... | ..... | 9 11 | ..... | ..... |
| Lake Forest | 28.0 | 1 10 | ..... | 7 47 | 6 48 | ..... | 6 05 | 5 31 | ..... | ..... | 10 37 | 9 21 | ..... | ..... |
| Rockland | 30.1 | 1 20 | ..... | 7 52 | 6 55 | ..... | ..... | 5 36 | ..... | ..... | ..... | 9 26 | ..... | ..... |
| Waukegan | 35.6 | 1 45 | ..... | 8 05 | 7 10 | ..... | 6 23 | 5 52 | ..... | ..... | 10 53 | 9 49 | ..... | ..... |

GOING SOUTH.

| STATIONS. | Dist. | Pass. | Pass. | Pass. | Pass. | Pass. | Mail. | Pass. | Pass. | Pass. | Ex's. | Pass. | Ex's. | |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Le. Ar. | | A. M. | P. M. | |
| Chicago | ..... | 5 00 | 7 15 | 7 55 | 8 25 | 9 00 | 10 15 | 1 55 | 3 40 | 4 00 | 7 05 | 7 40 | ..... | ..... |
| City Limits | 2.5 | ..... | ..... | 7 40 | ..... | ..... | ..... | 1 43 | ..... | ..... | ..... | ..... | ..... | ..... |
| Ravenswood | 5.8 | ..... | 6 53 | 7 32 | 8 00 | ..... | ..... | 1 33 | 3 16 | ..... | 6 45 | ..... | ..... | ..... |
| Rose Hill | 7.7 | ..... | 6 48 | 7 27 | 7 55 | 8 36 | ..... | 1 27 | 3 09 | ..... | 6 36 | 7 16 | ..... | ..... |
| Rogers Park | 9.1 | ..... | 6 45 | 7 23 | 7 51 | ..... | ..... | 1 23 | ..... | ..... | 6 31 | ..... | ..... | ..... |
| Calvary | 10.2 | ..... | 6 42 | 7 20 | 7 48 | ..... | ..... | 1 20 | 2 59 | ..... | 6 26 | 7 10 | ..... | ..... |
| South Evanston | 10.8 | ..... | 6 40 | 7 18 | 7 46 | ..... | ..... | 1 18 | 2 56 | ..... | 6 23 | ..... | ..... | ..... |
| Evanston | 11.8 | 4 06 | 6 37 | 7 15 | 7 43 | 8 26 | 9 35 | 1 15 | 2 55 | ..... | 6 20 | 7 06 | ..... | ..... |
| North Evanston | 13.1 | ..... | 6 33 | 7 12 | 7 39 | ..... | ..... | ..... | 2 52 | ..... | ..... | ..... | ..... | ..... |
| Willmet | 14.0 | ..... | 6 20 | 7 10 | 7 36 | ..... | ..... | 2 49 | ..... | ..... | ..... | ..... | ..... | ..... |
| Winetka | 16.5 | 3 46 | 6 23 | 7 03 | 7 31 | 8 17 | ..... | 2 42 | ..... | ..... | 6 53 | ..... | ..... | ..... |
| Glencoe | 18.9 | 3 26 | 6 16 | 6 55 | 7 25 | 8 12 | ..... | 2 36 | ..... | ..... | 6 46 | ..... | ..... | ..... |
| Highland Park | 22.9 | 3 18 | 6 05 | 6 45 | 7 15 | 8 03 | 9 07 | ..... | 2 25 | ..... | ..... | 6 35 | ..... | ..... |
| Hinwood | 24.2 | ..... | ..... | 6 42 | 7 12 | ..... | ..... | ..... | ..... | ..... | ..... | 6 30 | ..... | ..... |
| Lake Forest | 28.0 | 2 58 | ..... | 6 23 | 7 03 | 7 52 | 8 53 | ..... | 3 03 | ..... | ..... | 6 17 | ..... | ..... |
| Rockland | 30.1 | ..... | ..... | 6 27 | 6 59 | 7 47 | 8 47 | ..... | ..... | ..... | ..... | 6 10 | ..... | ..... |
| Waukegan | 35.6 | 2 25 | ..... | 6 15 | 6 45 | 7 35 | 8 30 | ..... | 2 46 | ..... | ..... | 5 47 | ..... | ..... |

RAVENSWOOD

is the first station on the road, and is situated a little over five miles from the depot. It is a very attractive settlement, and one that will realize its full share of prosperity. The gentlemen who conceived the idea of planting a suburb in this place went about their work in an earnest manner, and the improvement in the planting of trees and shrubbery made but a year or two ago is already meeting with its reward. Beautiful groves now dot the prairie, and elegant villas everywhere peer from out their green surroundings. Property in this suburb has been a good investment if purchased two or three years ago, as it has quadrupled in value. The average price per front foot is now about \$20. At present there are between thirty and forty pleasant residences, and others are rapidly going up. About fifty passengers take trains for the city daily from this station.

ROSEHILL STATION.

This is the most thickly populated suburb around Chicago. There are probably few readers of the *Sunday Times* who have not a resident friend or relative there, and yet, with these kindred ties, the beauty of its location, the perfect rest one enjoys, and the comparative inexpensive existence one may lead there, after the expense of removal, there are few people who care to take up their abode there until the old gentleman with the scythe claims them for his own. A good corner lot in Rosehill is an expensive luxury, and the improvements in many instances are of a superior character. Of another kind there is quite a settlement thereabouts, and in time there will spring up a considerable village.

ROGERS PARK

is beautifully situated on the line of the Milwaukee Division of the Chicago and Northwestern railway, less than nine miles from the court-house, five miles north of Lincoln Park, nearly three miles south of Evanston depot, touching the southern boundary of South Evanston. The depot is only eight blocks from the lake shore, and the lake shore drive runs in front of the village. It is elevated twenty-two feet above the lake, and, unlike most of the suburban villages near Chicago, it has most excellent drainage, having good covered tile sewerage already built, at a cost of over \$7,000, to the lake, so that during even the worst weather our land is well drained.

The land formerly belonged to an old Irish lady named Rogers, who sold it to the present proprietors on condition that her name should in some way be connected with the coming enterprise. The condition was complied with, followed by many sleepless nights and numerous consultations on the part of the purchasers, and name after name was submitted and temporarily adopted for experiment to ascertain its wear. Thus it was called Rogers Ridge, Rogers Grove, Rogerville, Rogers Retreat, Rogers Rendezvous, and Rogers Park was finally fixed upon. As soon as the land had been surveyed last spring the construction of twenty houses was begun, and all of them have since been sold and are now occupied. Twenty-five additional residences are now under contract, and will be erected this summer. A methodist church is also in contemplation. A good school is now in progress, and the edifice is used for religious service on the Sabbath. The village is in the township of Evanston. The land was purchased for \$800 and \$1,100 per acre. Adjoining property not nearly so well situated is now selling at \$1,500 and \$1,800 per acre. The dimensions of the lots are 50x171, and they are selling at prices ranging from \$12 to \$20 per front foot.

Ten passenger trains pass each way daily. Five of them each way already stop at Rogers Park, giving good accommodation, and others will stop as soon as demanded by the growth of the village.

Commutation tickets to and from the city, by the year, ten cents.

Never was there a better opportunity to secure a cheap and desirable home, or

make sure investments, within twenty minutes' ride from the city, and within three miles of the celebrated educational institutions of Evanston.

The charter of the North-Western University, which prevents any intoxicating drinks being sold within four miles, gives Rogers Park the benefit of this wise provision of the law.

The proprietors, A. B. Jackson, C. H. Morse, Isaac R. Hitt, L. L. Greenleaf, Levi Grant, O. Huse, and Alfred L. Sewell, are men well known to the community at large, and they are determined to make Rogers Park a success. During the past year sales have reached \$80,000.

CALVARY STATION.

Calvary Station gives access to another silent city of the dead; not so densely populated as Rosehill, and not quite so pretentious, but still of sufficient importance to deserve the attention of the reader. It is a Catholic institution, and contains consecrated ground, but before another decade the inexorable law of growth will have crowded this plantation westward, to more quiet groves on the banks of the Des Plaines, where the Bishop has, it is said, made provisions for a future cemetery.

EVANSTON.

This is a comprehensive town, and includes a territory about three miles long, all of which is more or less thickly settled, and divided into South Evanston, North Evanston, and Evanston, the latter being the seat of the various institutions of learning for which this northern suburb is now quite famous. Evanston, with two suburbs of its own, is now a thriving city, with accommodations and improvements which places often many times larger do not enjoy. Its aggregate population now is about 6,000 and is rapidly increasing. Within the past year above a thousand souls have been added to its population, and at this rate, with a *pro rata* increase, it will soon be the second city in the state.

SOUTH EVANSTON.

This is the nearer depot, and it will be well to speak of it in the order of its location. It is comparatively a recent subdivision, but is rising with a remarkable vigor, and even splendor. Nearly all its improvements are on the grand scale, and some of the residences, recently erected within its borders, will vie with any either in or about the city. The town has a separate organization, though a movement is on foot to incorporate it into the parent. The tract upon which it is located includes about 1,200 acres, situated on both sides of the track. There are now about 200 houses, many of them of most elegant design and very costly, located on the tract, and the population of the place is estimated at 1,500.

Among the principal real estate owners may be mentioned the names of Gen. Julius White, J. B. Adams, S. Goodenough, Warren, Keeny & Co., N. P. Iglehardt, and others. Among the residents may be mentioned Charles Randolph, Secretary of the Board of Trade, Judge Adams, O. F. Gibbs, James F. Kirk, S. Goodenough, Gen. Julius White, J. C. Ambrose, and others. In addition to the present educational facilities, the village authorities contemplate erecting a \$20,000 public school house. Several church enterprises are also under way. A new depot, to be the finest on the road, is now building.

The subdivision of JULIUS WHITE & Co. is a very large and valuable one, central, and near to Evanston proper, and the lake shore. The grading of streets, making of sewers, building, etc., is now being carried on actively upon this property, upon which are already many of the residences of the best citizens—Charles Randolph, Mr. Winne, Rev. Mr. Noyes, etc.

The greater part of South Evanston occupies high land, easily drained. A perfect sewerage system, to connect with that in Evanston proper, is now making progress. The gas will also be extended to this settlement in another year. The mains already reach the limits. Connections will also be made with the proposed water-works. Warren, Keeny & Co., are among the most prominent of the gentlemen interested in this suburb. They have recently built some twenty first-class houses, none of which occupy a lot of less than 50 feet frontage. Most of these elegant structures are two stories and a basement in height, and contain from eight to twelve rooms each, with all the modern improvements. Three of these edifices are of brick and rank among the finest residence structures in the West.—The streets are all 80 feet wide, and are graded and graveled; the Kedzie, Keeny and Reim avenues have sewers, and trees have been set out, making them pleasant drives, to connect with the magnificent lake shore drive recently laid out and about to be constructed in front of their property, which will make their land among the choicest in the town.

JUDGE ADAMS, a resident here, determined to keep up with his neighbors, has under contract the building of several stores, beside several additional dwellings upon his subdivision, which is amongst the most valuable and pleasantly located in this village.

The price of land has about doubled within the past year, and has still a strong upward tendency. The range is from \$10 to \$60 per front foot. For \$25 a front foot some very good property can yet be purchased. The lots are 50x170 feet.

Among the South Evanston institutions is the Soldiers' Home, near the lake shore. It presents quite an imposing appearance from the cars.

THE CITY OF EVANSTON.

The city of Evanston—using the term in contradistinction to the suburbs of Evanston—to the south and north, is known to most people as a delightful resort, with a strong religious bias. It is sometimes spoken of as Chicago's Acropolis, the Athenian Shades, and the Academic Groves. It was discovered by the Meth-

odists, and whatever special grace attaches to the place should be credited to that organization, as it still, so to speak, runs the "masheen."

Evanston is, perhaps, best known for its institutions of learning, and in alluding to these at some length, as they deserve, their rise and progress will at the same time photograph the town.

Prominent among its institutions is the Northwestern University, one of the most successful in the country. It will astonish most people acquainted with the poverty that generally attaches to western colleges to learn that this institution enjoys an endowment amounting now to nearly \$2,000,000, a good part of which is due to the rise in real estate. In 1838, when Chicago began to give signs of that wonderful development which has since made it the eighth wonder of the world, a few gentlemen of this city and vicinity connected with the Methodist Episcopal church, foreseeing the need of such an institution in the great West, and this being its acknowledged center, set about to organize a university corporation, and with \$25,000 in hand purchased about four hundred acres, ten miles above the city, and now the site of Evanston. It was named in honor of Governor Evans, of Colorado, who resided for a number of years in its borders, and still owns a residence there. This land was then considered about the most eligible in the neighborhood of the city, and none presented more natural advantages. After setting aside about thirty five acres for university grounds, they laid out the rest for village purposes, and went religiously into the real estate market. Time has well approved their work. Their unsold lands will now bring \$700,000 in the market. Their improvements are valued at \$150,000, which has no reference to their extensive library recently purchased, and other *et cetera*. The first building erected for university purposes was of wood, four stories in height. This is now used for the preparatory school. The main university building, costing \$120,000, is constructed of Athens marble, and presents a unique though not unpleasant appearance. It is situated in the northern part of the town, on a high plateau, overlooking the lake. It contains no dormitories, but is used only for public purposes, having a chapel, museum, library, and lecture-rooms.

The Garrett Biblical Institute is a theological school, the second established in this country by the Methodist Episcopal church. Its building, called Heck Hall, stands in the immediate vicinity of the university. Its architecture is less ornate, but quite as imposing, as its neighbor. While it may be said to stand in intimate social relationship with its sister, it has nothing else in common with it, as it is sustained by a separate and very solid financial foundation, and has a faculty appointed by its own board of trustees. Its endowments aggregate about \$300,000, and is principally derived from property bequeathed to it by the late Elizabeth Garrett, of this city. The main building, Heck Hall, was named in commemoration of Mrs. Barbara Heck, through whose influence the first Methodist society was organized in the city of New York, in 1766. The building was erected at a cost of \$60,000, principally the result of private contributions. The standard of scholarship of this institution ranks deservedly high. Its alumni already occupy important places both in the home ministry and among foreign missions.

Another noteworthy institution is the Evanston College for Ladies, until recently known as the Ladies' Seminary. It is under the presidency of Miss Frances Willard, a preceptress of acknowledged ability and character. This college will

soon exchange its present quarters for more substantial and commodious ones, as a fine brick structure, to cost \$50,000, is now in process of construction. It is intended to make this one of the model boarding-schools in the country. It will be supplied with all modern improvements.

Beside these institutions, the town enjoys the advantages of excellent graded public schools. Hence it will be seen that as an educational center it is not easily excelled.

The town is situated on gentle undulations, just of sufficient rise and fall to afford almost natural drainage. But in addition to this, an extensive sewerage system is now being put in. Another feature is the supply of home-made gas, but, sad to relate, it is not yet in great demand at \$5 per thousand feet, even in private residences, and the streets are yet shadowed in darkness. But time will no doubt adjust this difficulty.

Much credit is due to the early projectors of the town for giving it the benefit of wide streets. They are in marked contrast to the alley-like passages that are made to pass for streets in so many of our new suburbs. Land was not so valuable then as now, which may account for the difference in its favor. The real estate market is buoyant, and prices continue on the increase. On the unsettled prairie, a mile or so west of any habitation, lots may be purchased for \$5 per front foot, but the best sites are in demand at \$100 per front foot. Eligible residence sites, neither the best or the worst, strike a balance between these figures. The high-priced property is used for business purposes.

Evanston is well supplied with stores of all sorts; has a bank, real estate dealers, insurance agents, and many other luxuries.

The population of the town is, of course, of the best. The society is unexceptionable. There is an established air about the average Evanstonian that marks him in a crowd. Scarcely an evening passes in this place but there is something on the carpet in either a literary or musical line. It enjoys its own course of lectures, supports a society of savans, among whom grave philosophical problems and weighty questions of state are discussed with both wisdom and unction. It has also its own philharmonic society, several debating clubs, and other literary societies, and altogether it is fairly surfeited with mental luxuries.

The town is settled by many gentlemen prominent in various callings, and whose names are quite familiar to Chicago ears. Among these, occupying fine residences, are Hon. H. B. Hurd, Hon. J. D. Easter, Dr. N. S. Davis, R. S. King, J. H. Kedzie, Charles Comstock, A. J. Brown, Andrew Shuman, L. L. Greenleaf, E. Haskin, Rev. Dr. Raymond, Isaac R. Hitt, C. J. Gilbert, S. P. Lunt, E. W. Blatchford, Edwin Lee Brown, Dr. L. Hamlin, Dr. H. Bannister, Richard Somers, Joseph Lyon, Hugh White, R. E. Lee, E. R. Paul, H. G. Powers, Ambrose Foster, Charles Grey, W. N. Brainard, Francis Bradley, J. M. Williams, and many others.

Among the many distinctive features of Evanston is the beautiful rolling ground upon which it is built. This gives a varied and pleasing effect never to be found in flatter localities. This town has just started one of the finest systems of water-works in the West. When completed the works will have cost \$130,000, and with the gas, which has been for some time introduced, will make Evanston the equal of any of the larger cities in all that pertains to comfort and convenience. There is now building a magnificent pier and lighthouse, which, when

finished, will give Evanston the finest lake landing to be found in any suburban town.

Among the active men whose efforts are developing and building up Evanston, we refer with pleasure to Mr. Robert Commons, who has subdivided 22 acres into lots 33 and 45 feet front by 150 feet deep. The streets are wide, and are sidewalked and lined with double rows of fine young maple trees. The work of improving his ground is being pushed ahead, and he has sold quite a large number of lots to respectable men in our city who are building there. Mr. Commons will make his own home on this property. It is near the railroad depot, and but a short walk from the University and Ladies' College, and parties seeking homes in this subdivision will do well to call on Mr. Commons, at his office in basement of No. 142 La Salle street.

NORTH EVANSTON

is simply an extension of Evanston to the north. It enjoys the privilege of a separate depot, however, and that is enough to give it a separate existence. It extends in a northwesterly direction along a high, well-timbered ridge, and offers many fine sites for residences, not a few of which are already occupied. Acre property in and about North Evanston, and between this place and Evanston proper, has nearly all been purchased by large capitalists who are subdividing their lands, grading streets, planting shade trees, constructing sidewalks, and otherwise improving the same very rapidly. North Evanston has been greatly improved during the past year, and no suburb is susceptible of becoming more important. House building is the chief feature in the improvement line, which speaks volumes as to the appreciation of any young village. The government light-house, situate one mile directly east of the depot, on the lake shore, is rapidly assuming light-house proportions, and will be completed next fall. A line of buses is talked of to run between Evanston and North Evanston, Winetka, and other points in the vicinity, and the interest now manifested indicates that the project will be carried out. Mr. John Culver, who is more largely interested in North Evanston property than any other one man, states that, during no corresponding period has he sold more land than during the present spring, despite the inclement weather. He purchased, a year ago, one hundred acres for \$40,000, and has since sold forty-three acres from which he realized in the aggregate sufficient to more than pay for the original one hundred. There has also been a first rate call for lots by parties who propose making this suburb their homes. This demonstrates the fact that the land lying north of the city is and has been in great demand, and that North Evanston property has been anything but slow.

Everything that can be said of Evanston as to unrivaled educational privileges, numerous churches, the best of society, wide awake public spirit, beautiful homes, rapid growth and good improvements will apply to North Evanston, as the two are practically one in location and mutual interest.

The depots are a little more than a mile apart. Its present population num-

bers about 400 souls. It has a good school, a Methodist church, and other public improvements. It also supports several stores of its own. Real estate is selling well at a range from \$10 to \$30 per front foot. Among the principal owners are Charles E. Brown, John Culver, Rev. Dr. Kidder, J. A. Stewart, and others.

Mr. Culver invites attention to his properties in this suburb, and with his lists of dwellings, choice building spots, and large acre tracts can suit those who wish homes and seek good investments. His home is in North Evanston; his office is in the basement of No. 142 La Salle street, just south of Madison street.

WILLMET.

This is the next station beyond Evanston, and about 14 miles from the city. The major part of the town was once the property of Alexander McDaniel, who still exercises a sort of paternal vigilance over the locality. The depot at this place is quite a pretentious affair, and is said to be the finest on the entire line of the road. The general lay of the land is fair, and averages about 30 feet above the lake. The town census claims 300 inhabitants, and the vigilant reportorial eye discerned about 60 pleasantly situated residences. The town was laid out in 1871, when the depot was built. Since then it has enjoyed a steady growth, and more prosperous days are in store. A union church is now building at a cost of \$6,000, and will be completed in a few months. The schools are reported equal to the average.

WINNETKA.

This town is 16 miles from city depot, and is situated on the beginning of what is known as the high ridge of the lake shore. The ridge is 80 feet above the lake, and the bluff on the shore about 50 feet. The ground is elevated and rolling, and is covered by a growth of beautiful timber—principally oak and elm. The place is noticeable from a score of fine residences, surrounded by handsome grounds. Among them are those of Timothy Wright, Hon. Artemas Carter, Gilbert Hubbard, R. P. Murphrey, J. T. Dale, R. M. Graves, A. W. Gilmore, Jared Gage, J. C. Garland, B. Blake, J. L. Willson, Mr. Miller, J. P. Atwood, George McKinney, E. Filkins, T. Copelin and David Fales. Among the residents not mentioned above are Sam'l Shackford, J. J. Brewer, C. Tinkham, Dr. Chase, S. W. Osgood, J. Mahoney, of the Chicago Teacher, G. A. Richardson, W. W. Burdon, D. R. Williams, G. W. Gray, R. R. Stevens, B. S. Hand, J. Gould, G. N. Carpenter, Pres. Christian Union, J. West, J. K. Pollard, and J. T. Shepherd—nearly all of whom do business in Chicago.

The land in the northern part of the town is owned principally by Messrs. Wright, Hubbard, Carter, Gage and Gen. J. D. Webster. In the southern part J. T. Dale has about 60 acres, mostly divided into residence lots. Messrs. Dupee, Evarts and Fales have a tract of 36 acres. Messrs. Graves and Garland are also owners of tracts. There is an absence here of that fierce speculation that has characterized

some newer places, and accordingly prices of property are low. Desirable lots are offered at from \$8.00 to \$12.00 per foot.

The population is about 600, and is steadily increasing, and there is a healthy growth of improvements. The town is the fortunate possessor of a large and handsome brick Academy, which is a preparatory department of the Chicago University. This is in successful operation, and affords fine educational privileges to the people. In the upper part of the Academy building is a fine public hall. There is a pleasant and commodious boarding hall connected with the institution for the convenience of pupils from abroad. There is also a public school, two churches and Sabbath schools. A good store of groceries and family supplies is kept by O. S. Goss, the well known grocer. There are two meat markets, an ice depot, two hardware and tinshops, a shoe shop, and the preliminary steps have been taken to build a good hotel.

The village is governed by a special charter, affording ample police and sanitary regulations, and effectually excludes the sale of all intoxicating liquors.

The beautiful location, high and undulating surface of ground, superior educational privileges, and pleasant social influences of the town make this one of the most attractive and promising suburbs in the vicinity of Chicago.

GLENCOE.

Visit Glencoe, and her beauty will convince you she is fitly named. Eighteen miles from Chicago, this village boasts the finest natural site within reach of the city. Its rolling surface, deep ravines, and bold lake front present a pleasing contrast to the tiresome level of prairie land. A charming home can be here fitted up with little expense, as the soil is strong and extra productive, natural grass land, with elegant shade trees ready grown. Add to these thorough tile drainage, good water, and the purest air, and you will partially comprehend what has drawn together so many good families from the city.

Glencoe has been steadily growing since its beginning four years ago, and all improvements have been well and permanently made. There are now about thirty houses, costing generally from \$600 to \$12,000, and designed by city architects. Also a large new school house and a very pretty church edifice, where Prof. S. O. Bartlett presides over a thriving Congregational church. The society and social privileges are unsurpassed. Lots of a half acre, an acre, or whole blocks, can be bought at very reasonable prices, and when the street and sidewalk improvements already ordered are completed there must be a material advance. We can only name a few residents: Prof. Bartlett, S. T. Lockwood, Gen. Howard, Dr. Jno. Nutt, F. W. & F. Newhall, Jno. A. Owen, A. H. Hovey, and others. Of those who have secured choice blocks for future homes, we will name only L. L. Greenleaf, S. M. Mooré, J. H. Moore, and David Bradley.

Finally, if you want a home, or desire to spend a day of healthful quiet, amid charms which favoring nature alone can furnish, go to Glencoe.

SOUTH HIGHLAND.

This suburb, midway between Glencoe and Highland Park, is just twenty miles from the city. The plat contains between five hundred and six hundred acres, extending from the lake about half a mile west of the railroad. About seventy-five persons have purchased the land east of the railroad and divided it into parcels from one to ten acres. The streets are mostly irregular, conforming to the natural lay of the land; Roger Williams avenue is straight from the depot to the lake and is very beautiful.

A very fine depot and a number of houses are now being erected. Five bridges have been built across ravines and five more are being contracted for. A beautiful drive connects with Highland Park, the new hotel being but ten blocks from this depot.

The property west of the railroad is owned by W. S. Gurnee, of New York, and forty acres adjoining on the south, by Colonel Floyd Jones, of the U. S. Army. Among the other owners are B. F. Jacobs, J. F. Gillette, E. A. Mears, W. W. Everts, Gen. J. D. Webster, A. F. Bartow, M. A. Farwell, Jno. G. Shortall, H. A. Stowell, D. W. Baker, W. M. Foster, J. S. Turner, R. S. Parker, R. R. Donnelly, F. F. French, J. E. Tyler and A. H. Walker.

Mr. C. J. Eddy is the manager, with an office in Highland Park, and with B. F. Jacobs & Co., 163 La Saile street. The land sells at five dollars per front foot and from five hundred to one thousand dollars per acre.

HIGHLAND PARK,

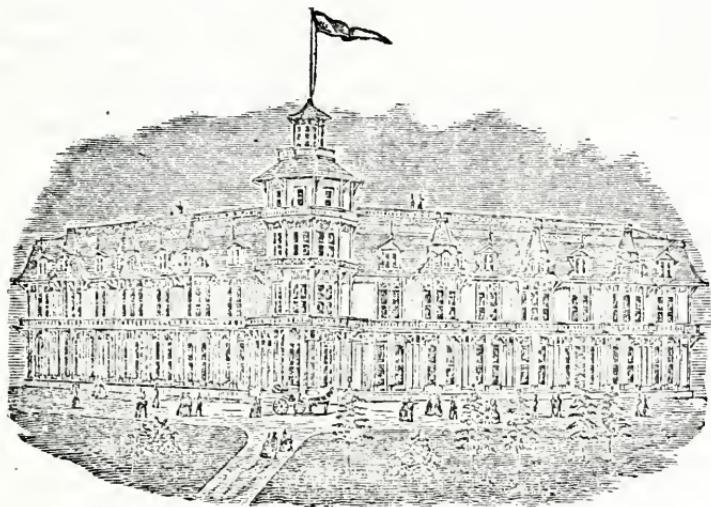
in the enterprising hands of the Highland Park Building Company, is enjoying a rapid growth, and bids fair to become one of our most populous suburbs at no distant period. It is twenty-three miles from the city depot, and is most advantageously located.

The Highland Park Building Company was chartered in 1867, and in that year they bought of Walter S. Gurnee, sole trustee of the Port Clinton Land Company, 1,200 acres, just north of the line of Cook county, with several miles of lake shore. The Port Clinton Land Company was composed of some of Chicago's oldest and best known inhabitants, among whom were M. D. Ogden, Dr. C. V. Dyer, E. Wadsworth, Frank Sherman, and others.

Their successors, the Highland Park Building Company, is composed of the following principal stockholders: James E. Tyler, president; Edward L. Brewster, secretary and treasurer; Jesse O. Norton, vice president; Frank P. Hawkins, manager; Judge Henry Booth, R. E. Goodell, W. W. Everts, C. R. Field, Henry Southwick, Edward Haskin, H. B. Hurd, George L. Wrenn, and others. The capital stock of the company is \$500,000. The sales up to this time amount to nearly \$300,000. An inventory of their property in lands and bills receivable places the valuation, taken at a low estimate, at \$700,000.

The company in its corporate capacity has erected about 100 first-class houses. Many others have been erected by private individuals who are resident there.

In general appearance the suburban homes at Highland Park will vie with any on the entire road, famous for its beautiful suburban streets. Of public improvements there are three substantial churches, two schools, and a hotel. The latter deserves especial mention. It is about completed and will be formally opened on the first of June. It will cost \$60,000, and without doubt will be the finest hotelry in the suburbs of Chicago. It is erected near the depot and presents quite



HOTEL AT HIGHLAND PARK.

an imposing appearance. It is by far the most noticeable object between Chicago and Milwaukee. Its length is 300 feet, with a corresponding width. It is three stories in height, and the elevation to the roof is 50 feet, above which is a beautiful look-out tower, affording a view of the lake and the country for miles around. It is surrounded by verandas, presenting 1,000 feet of promenade. The style of architecture is the French, with numerous dormer windows. The structure contains 125 rooms, each one leading both to a veranda on the outside and a hall on the inside. These halls run clear through the building, with large windows at each end, and the ventilation will be simply superb. It will be known as the "Highland House." It will be surrounded by handsome grounds, from which numerous graveled drives lead to all parts of the town.

Highland Park is situated on a high bluff, traversed with deep, picturesque ravines. It is about eighty feet above the lake. The whole property is covered with a vigorous growth of young trees. The undulations of the ground afford excellent natural drainage, which is rapidly being improved.

The company is now laying out about six hundred acres of ground under the direction of Messrs. Cleveland and French, landscape gardeners. They are building rustic bridges, ravine drives, laying out serpentine walks, and are otherwise bringing their art into play to the best of purpose. A pier is now built on the lake shore, to accommodate the landing of excursion parties, and to unload lumber to facilitate building.

Property at Highland Park is higher than in other suburbs ten miles nearer the city on the same road. The range is from \$10 to \$25 per front foot.

Highland Park is receiving a fine population. Among the more noteworthy residents owning and occupying elegant and substantial residences are Thomas R. Willard, Col. William A. James, Major J. S. Curtis, J. B. Preston, Thomas H. Beebe, C. R. Field, A. K. Allen, J. M. Fisher, J. M. Smith, Frank P. Hawkins, Thomas H. Spencer, F. S. French, George G. Leslie, William W. Boyington, C. G. Hammond, George L. Wrenn, Samuel S. Streeter, VanBuren Denslow, James W. Dean, G. Gray, Jonas Steers, V. E. Rusco, W. S. Downs, W. S. Davis, J. Atwater, R. Atwater, E. H. Plumer, H. W. Hotchkiss, J. McDonald, Edward P. Harris, G. L. Green, Hiram Mosier, N. Hawkins, G. H. Dennison, H. Gray, S. B. Williams, C. G. Hammond.

HIGHWOOD.

Adjoining Highland Park on the south, and connected with same by broad avenues—on some of which the buildings are scattered along so that the dividing point between the two is not discernable—is the rapidly improving town of Highwood. The depot is 1½ miles north of Highland Park and three miles south of Lake Forest. The streets and avenues were first laid out by Rev. Dr. Everts. Directly east of the depot he secured a handsome bluff of nine acres for his homestead, and has lately parted with a portion of the same to his friend and parishioner, W. W. Boyington, Esq., Chicago's great architect, who has just completed his palatial residence and is now occupying the same. E. Ashley Mears purchased, about two years since, 48 acres near the depot, and built his residence, the grounds of which extend to the depot. He has since added to his original purchases until he has acquired 160 acres. Within two years 28 houses have been erected, not including stores and shops. One of the distinguishing features of Highwood is the lawn in front of Mr. Mears' residence, which slopes gracefully from his house to the depot, including in all about 10 acres, and on which his wife has displayed unusual taste in the arrangement of walks, ovals, rustic flower stands, etc. Within the enclosure is Mr. Chas. Summers' residence, widely known as the electrician of the Western Union Telegraph Company. Just to the south, Mrs. Taylor has a stylish frame house, and adjoining the house of Mr. Mears Mr. J. W. B. Fraser is commencing a gem of a cottage. Farther to the south is the residence of G. V. Orton, Esq., which is an imposing brick structure upon a commanding site of 10 acres. Adjoining this Mr. Vredenburgh is completing his fine residence. One of the most noticeable places is Mr. O. C. Rogers', and just west is Mr. H. Hjorth's residence—a large two-story frame. To the east of the depot, and nearer the lake shore, Col. I. W. Clampitt has selected a lot with a frontage of 375 feet on Walker avenue, extending through to Highwood avenue, and is now laying the foundation for a spacious frame dwelling, which, when completed, will be an elegant and comfortable home, surrounded on all sides by shade trees of fine growth. Just to the south, Mr. Johnson S. Prall has a fine lot, on which he purposed to erect, this summer, a stylish frame house for his own residence. Among the early pioneers of High-

wood was John Churchill, who built the store and occupied the same until he parted with it to Mr. Samuel Breakwell. Mr. H. Salyard has opened marble works just north of the depot. Among other prominent residents of this suburb are Henry Everts, John Skidmore, Wm. A. Baldwin, Louis Wood, John Churchill, Jonas Lamson, F. F. Pratt, G. W. Eakle and others.

When Highwood was first laid out, the Rev. Drs. Everts and Jeffry donated the fine corner, just west of the depot, for the First Baptist church, which has, by improvements all around, become very valuable. Within the past few days a Baptist and Methodist church have been organized, and, with the Lutherans, are about moving toward erecting houses of worship. The literary club, founded by Messrs. H. H. Everts, Van Buren Denslow, Chas. Summers and Col. Clampitt, has been so interesting as to draw those fond of discussion from all the neighboring villages.

Among the gentlemen who have purchased lots to immediately improve them are Messrs. Geo. Rose and Geo. Skidmore, who have plans out for an imposing structure just opposite Mr. Mears' residence; and Messrs. Carl Magnees Carlb, Jas. Quackenbush, J. J. Way, William H. Hogan, James D. Robertson, James De Barge, S. C. Culps, Harry Pryke, John Fletcher, F. F. Pratt. The following distinguished gentlemen have also secured lots: Hon. Judge Booth, James E. Tyler, Judge Norton, H. B. Hurd, Wm. A. James, Samuel J. Walker, F. R. Wilson, Jirah D. Cole Jr., B. F. Jacobs, J. E. Burchell, A. H. Walker, Lucius Willard, Thomas Foster, and Simeon Mears. The handsome fence and park about the depot grounds never fail to attract attention. The policy Mr. Mears is pursuing, of building houses of style and price to suit all, and selling them on such terms as to make no more outlay than the rent of the same house would command in Chicago — even taking as long time to reach them by horse-cars as it would these by rail — cannot fail to rapidly build up this fine town.

LAKE FOREST.

This is one of the oldest and altogether the *par excellence* of Chicago's suburbs, begun as a Presbyterian enterprise in 1856. The Lake Forest Association was organized from among the members of the Presbyterian churches of this city, with the twofold view of founding an institution of learning and at the same time afford those interested a retreat during the heated term — a desire that was considerably accelerated at that time by the ravages of the cholera. The association raised about \$60,000 and purchased above 2,000 acres of land. Of this amount 1,400 acres were laid out into Lake Forest proper, 39 acres were donated to the university for building ground, 10 acres were given to the female seminary, and 10 other acres were donated to a park. The entire tract is from 100 to 150 feet above the level of the lake, is heavily timbered, and is picturesquely diversified with deep gulches and ravines. In fact no spot about Chicago is so beholden to Nature as Lake Forest.

The village at present numbers about 1,200 inhabitants, representing more millions than probably any other equal number of people similarly situated, in the West. Religiously, the place is in charge of the Presbyterian element, who

support a fine church, of which Rev. Mr. Taylor is the pastor. The inner man, from this time forward, will be supplied as such aesthetic surroundings would seem to call for. Several years ago a company was organized, having among its stockholders such men as George L. Dunlap, A. R. Pierson, C. B. Farwell, John B. Drake, Ira Holmes, Page & Sprague, Alexander White, Wm. V. Kay, *et al.*, to build a hotel, and the structure is now completed. It is situated on an eminence overlooking the lake, and cost the snug sum of \$75,000. Lake Forest, it is safe to predict, now that it has a place to put people, will ere long become one of the favorite summer resorts of the country. Long Branch is a mud puddle beside it. If one is willing to go half a mile or more from the depot one can buy an acre of ground for \$1,500, but not in the direction of the lake, for that is all improved, though the depot is fully a mile from the shore. Among its prominent citizens are such well-known names as John V. and C. B. Farwell, W. H. Ferry, D. J. Lake, H. T. Helm, D. R. Holt, Charles Bradley, S. Lind, E. L. Canfield, S. Reid, of Reid, Murdock & Fisher, Col. W. S. Johnson, Dr. C. H. Quinlan, Alexander White, William Warren, S. D. Ward, E. S. Wells, Samuel Barnum, and a host of others.

The best lands of the company are at the south end, and they are about to build a new depot for the accommodation of those who have built or who propose to build in that vicinity. Quite recently Messrs. C. T. Bowen and S. Waite purchased 290 acres of Mr. H. T. Helm in that neighborhood, said to be the finest tract on the entire Milwaukee railroad. A new village will be laid out at this point, there will be a depot built, and Messrs. Bowen & Waite will build a wide street, finely graded, and rows of trees will be set out from the depot to Lake Forest Hotel. It will be less than two miles below the Lake Forest depot, but will join the property of the company. Among the fortunate owners of property in this vicinity is Mr. H. T. Helm, who, besides that sold, still owns a little matter of 800 acres.

Parties locating here will secure unexceptionable society, if he is worthy of entrance, and good schooling for his children, there being an academy and a ladies' seminary.

Lake Forest is fairly prodigal in its private improvements. The finest residences in the West, taken by the dozen, are located here. A \$25,000 improvement is scarcely noticed among so many costing twice and three times that amount. The landscape gardener has done his utmost to utilize the deep ravines with which the place is seared, and rustic bridges, terraces, and arbored walks meet the eye at every turn. The Hon. C. B. Farwell has a splendid residence on a commanding elevation near the lake, surrounded by large grounds. His brother, John V., enjoys life in a turreted baronial castle near the centre of the town. The grounds are beautifully improved.

THE MILWAUKEE AND ST. PAUL RAILWAY.

This road has but just succeeded to a right of way into the city, and is hardly yet settled. In making the survey for this route, very little attention was paid to centres of population, it being the intention of the managers to build up towns

of their own at different points, and consequently it does not touch more than one or two settlements during the entire distance from Milwaukee. What the managers wanted was an air-line, and in that they succeeded.

THE WISCONSIN DIVISION OF THE NORTH-WESTERN RAILROAD.

This road is lined with a number of new and attractive suburbs, sprung up within a few years, but all promising locations, and a still more promising future. "Neat but not gaudy" may be said of them all. The following time-table explains their railroad advantages:

| GOING NORTH. | | | | | | Dist. | STATIONS. | | GOING SOUTH. | | | | | |
|--------------|-------------|------------|------------|------------|------------|-------|-------------|-----|--------------|-------------|-------------|------------|------------|-------|
| Pass. | Pass. | Pass. | Pass. | Mail. | Mail. | | Le. | Ar. | Pass. | Pass. | Pass. | Mail. | Pass. | Pass. |
| P. M. 9 30 | A. M. 10 10 | P. M. 4 45 | P. M. 9 00 | P. M. 3 30 | A. M. 9 40 | | Chicago | | A. M. 6 20 | P. M. 10 25 | A. M. 11 20 | Mail. 7 00 | P. M. 6 20 | 4 00 |
| | | 5 02 | ..... | 3 46 | ..... | 4 1 | Maplewood | | 6 34 | 10 09 | 11 04 | ..... | ..... | ..... |
| | | 5 08 | ..... | 3 52 | ..... | 6 7 | Irving Park | | 6 27 | 10 02 | 10 58 | ..... | ..... | ..... |
| | | 5 15 | ..... | 3 57 | ..... |  | Montrose | | 6 22 | 9 51 | 10 53 | 6 32 | ..... | ..... |
| | | 5 18 | ..... | 4 00 | ..... | 8 8 | Jefferson | | 6 20 | 9 48 | 10 51 | ..... | ..... | ..... |
| | | 5 20 | ..... | 4 02 | ..... | 10 4 | Norwood | | 6 17 | 9 45 | 10 48 | ..... | ..... | ..... |
| | | 5 23 | ..... | 4 06 | ..... | 12 1 | Canfield | | 6 13 | 9 40 | 10 44 | ..... | ..... | ..... |
| | | 5 28 | ..... | 4 09 | ..... | 13 1 | Park Ridge | | 6 10 | 9 35 | 10 38 | ..... | ..... | ..... |
| | | 5 36 | ..... | 4 18 | 10 25 | 16 6 | Des Plaines | | 6 01 | 9 23 | 10 25 | 6 12 | ..... | ..... |
| | | 6 08 | 10 02 | 4 47 | 10 49 | 22 4 | Palatine | | 5 38 | 8 48 | 10 00 | 5 48 | 5 12 | ..... |

COMMUTATION RATES.

| BETWEEN C H I C A G O AND | Distances from Chi- cago. | Price of ticket for 30 fares, and good for 4 months. | Price of ticket good for 100 fares. | Length of time for which 100-ride tickets are good. | Price of annual tickets. | Price of first half- yearly ticket. | Price of second half- yearly ticket. |
|---------------------------------|------------------------------|--|--|---|-----------------------------|--|---|
| Maplewood..... | 4.1 | 3 00 | 6 50 | 3 Mos. | 48 00 | 29 00 | 23 00 |
| Irving Park..... | 6.7 | 3 50 | 7 20 | 3 Mos. | 50 00 | 30 00 | 24 00 |
| Montrose..... | 8.8 | 5 30 | 11 00 | 3 Mos. | 60 00 | 36 00 | 27 00 |
| Norwood..... | 10.4 | 6 60 | 13 00 | 3 Mos. | 68 00 | 41 00 | 31 00 |
| Canfield..... | 12.1 | 7 30 | 15 00 | 4 Mos. | 72 00 | 43 00 | 33 00 |
| Park Ridge..... | 13.1 | 7 90 | 16 50 | 4 Mos. | 74 00 | 44 00 | 35 00 |
| Desplaines..... | 16.6 | 10 00 | 18 50 | 4 Mos. | 78 00 | 47 00 | 35 00 |
| Palatine..... | 22.4 | 13 50 | 23 50 | 4 Mos. | 85 00 | 51 00 | 38 00 |

MAPLEWOOD.

This place is to all intents and purposes a part of Chicago, as the land of the company joins that included in the limits of the city. A person unacquainted with the location of the line marking the geographical division would experience some difficulty in determining where the one came to an end and the other began. The town was laid out in 1869, with a view of affording cheap homes to the

middle classes, in cases where the heads of families are obliged to take advantage of the earliest trains to conform to the exacting rules of employers. The depot is but four miles from the Court-House, and the distance involves but a ride of twenty minutes—a lapse of time that will be cut down to about twelve minutes whenever Chicago shall have received its full measure of viaducts. When the town was laid out, the proprietors of the land offered an inducement to settlers in advancing the necessary money to erect houses, the purchasers receiving long time in which to make their payments. Under this generous policy the village has enjoyed the best of success.

Humboldt boulevard passes through the centre of Maplewood, connecting with Humboldt park to the south. The boulevard is 250 feet wide, and some fine improvements are already noticeable along its course. Rows of trees have been set out on either side through Maplewood, and all the way to the park. Property fronting this boulevard is destined to become very valuable some day, more particularly after connections have been made with Lincoln Park, lying almost due east.

An artesian well has been sunk, and at a depth of 700 feet is affording a copious supply of splendid water, the flow being 350 gallons per minute. The present town includes about 1,300 lots. Of this number over 300 have been sold at prices ranging from \$400 to \$1,000, the latter figure obtaining for property along the boulevard. As a matter of history it may be stated that the present site of Maplewood was purchased in 1838 for \$200. In 1844 one-half was sold for \$2,356. In 1869 this half brought \$52,352. The tract which was purchased for \$200 is now held at more than \$200,000. Some fine residences catch the eye of the passer-by, but most of them are of a neat and substantial order, indicating the home of the artisan.

IRVING PARK.

This town, with Norwood and Park Ridge a little beyond, carries off the suburban honors as connected with the Wisconsin division of the Northwestern railroad. The plat of the town includes about 400 acres, nearly all of which is well adapted for residence property. During the past winter \$100,000 worth of acre property was sold in these limits; but all land in this bulk is now disposed of, and purchasers must content themselves with buying by the lot, at prices ranging from \$40 to \$10 per foot according to location.

The land was formerly the property of ex-sheriff Gray, who sold it to the parties now interested in the improvements. It is situated two miles beyond the city limits, or about 6 miles from the Court-House. The trip by rail is made in about 15 minutes. The town was laid out three years ago. It now contains about 80 houses, all of a neat and tidy appearance, varying in price from \$1,500 to \$15,000, with a population of about 500 souls. The Milwaukee and St. Paul railroad crosses the Northwestern one-half mile beyond Irving Park, at Montrose, where there is a fine depot. Another depot will soon be erected within the limits of Irving Park by the M. & St. P., and the Northwestern Company is also building another within the limits; and thus Irving Park, within the circumference of one mile from the central depot, will have access to five depots.

In the matter of water, always a most important desideratum, the town is supplied with an uncommonly pure article by an artesian well flowing 400,000 gallons every twenty-four hours. All the main avenues are laid with pipes, and the supply is introduced into the residences the same as in the city. The well is 1,400 feet deep. The town lies between Milwaukee avenue and Elston road, one of which is planked and the other macadamized. The two are connected by what is called the Irving Park boulevard, which extends as far as Graceland Cemetery, where it will connect with the North-side lake shore drive, one of the adjuncts to Lincoln Park. The town supports two district schools, which are well patronized. Within half a mile is what is known as the Jefferson high school, an institution situated in the geographical centre of the township of Jefferson, of which Irving Park is an integral part. The institution is said to turn out quite a superior article in the educational line. Irving Park is pre-eminently a sociable place. It is being settled by an eminently respectable class of people. Religious sustenance is furnished through the medium of an American Reformed Church, a handsome structure erected at a cost of \$15,000. Half of this amount was furnished by the Reformed Church of this city. Parties desirous of purchasing property at Irving Park will do well to consult the Irving Park Land and Building Company, R. T. Race & Co., sole agents, 167 East Madison street, Chicago.

MONTROSE.

Another dashing little suburb is Montrose. Only six months of age, this thrifty village already gives more signs of permanent vitality than many towns of the same number of years. It is situated at the crossing of the Chicago and Northwestern and Chicago, Milwaukee and St. Paul railroads, which gives altogether *four* depots and three crossings within a radius of three-fourths of a mile, and *a train every half-hour* during the day.

Twenty fine houses, with brick foundations and all the modern improvements, are now building at this place. These structures will cost from \$2,500 to \$5,000 each, and upwards of 25 more equally attractive are soon to follow. Four fine lots have just been sold to a planing mill company, and the factory is to be put up at once. Benj. Lombard, Esq., Mr. Silverman, Mr. Godfrey, and other well known solid men of Chicago own property here. Mr. Lombard has some of the most eligible lots in the place for sale, and parties desirous of investing in suburban property should give him a call. Mr. L. has just finished six fine houses with all modern improvements, at a cost of from \$3,000 to \$6,000 each. All the streets of his subdivision are graded and sewered, so that the cellars will be perfectly dry, and he has built fine dressed sidewalks and planted rows of trees on both sides.

Among the other advantages of Montrose is a good school and church, good water, trees, graded streets, and a fine natural location.

F. D. Cossett, H. L. Lewis, Mr. Leibenstein, Mr. Reynolds, and many Chicago merchants, own property here.

JEFFERSON.

One of the favorite suburbs of Chicago is Jefferson. It is situated on Milwaukee avenue at its intersection with the Northwestern road, some eight miles from the Court House, and only some two and a half miles from the city limits. There are seven excellent turnpike roads radiating to all points and affording the most direct communication to all desirable points.

Being the centre and the acknowledged business point of the township, it has for some time been a leading place for trade. It is only necessary to state that the sales of one of its dry goods stores average \$50,000 per annum. The streets are finely graded, with shade trees set and sidewalks laid. The village now has about 800 inhabitants, representing nearly all of the trades and professions. Among the business and public places there are two dry goods stores, two hotels, one drug store, a pleasant church (Congregational), blacksmith, wagon and carriage shops, meat and vegetable markets, shoe store, lumber and coal yards; a graded and a high school, both employing a full corps of teachers. The village is seventy feet higher than the lake, which affords a fine view of the adjoining towns, country and city, and a great fall for drainage. Both the Northwestern railroad and Milwaukee and St. Paul railroad runs through the village; one depot is located at the centre, and the other on the north side of the village, which, with the crossing, one-half mile south, gives a train every hour; and parties doing business in the centre of the city of Chicago, or on the north or west sides, can go from their homes in the village to their places of business in from twenty to thirty minutes at the same cost per year they would have to pay on a street car in the city.

The firm of Eldred & Richardson, 128 South Clark street, can give specially interesting information concerning Jefferson. They are selling fine lots of 50 and 100 feet frontages at the most reasonable of prices. They say:

"We now have several new dwellings of different sizes, and others to be finished by the first of July, on 50 foot lots that we can sell from \$2,000 to \$3,500, easy payments. There is no property in the vicinity of the city that is more sure to advance than this, and parties looking for a residence or an investment of either a lot or a block, will do well to save commission and deal with first parties; and as we have owned this property for several years we are able to give better bargains and terms than any real estate men can who have recently purchased their subdivisions."

NORWOOD PARK.

This is a very much favored suburb, and presents attractions such as few others can boast. The most desirable feature is its high position, the usually even, low-lying prairie forming into a commanding ridge at this point. The distance from the city is 11 miles, and a ride of half an hour will suffice to bring one to its neat depot.

About 50 passengers take trains daily for the city from this village. Its present population is in the neighborhood of 500 souls, and about 60 neat, substantial

houses—some indeed quite elegant—charm the eye of the traveler. Norwood Park was founded three years ago, but fortunately it fell into enterprising hands, and art has been made a ready handmaid to nature in beautifying the surroundings. The streets are wide, well drained, and skirted with young trees, which will sooner or later give generous shade to the weary, heated pedestrian. An artesian well, with a powerful flow by a system of pipes, forces the water into the houses, and the surplus is drained off into an artificial lake, which is not the least attractive feature of the park. The people of Norwood are of the quiet, peace-loving order, and give generous support to schools and churches. Of the former there is a good graded institute, and the latter embrace in their denominations the Congregational, Methodist, Baptist, and American Reformed. Within the last year and a half lot property to the value of \$300,000 has been sold within the limits of the village, and there is a good demand for desirable locations. The price per foot ranges from \$3 to \$25. Norwood, among its institutions, has a religious publishing house, doing sufficient business to employ 13 compositors.

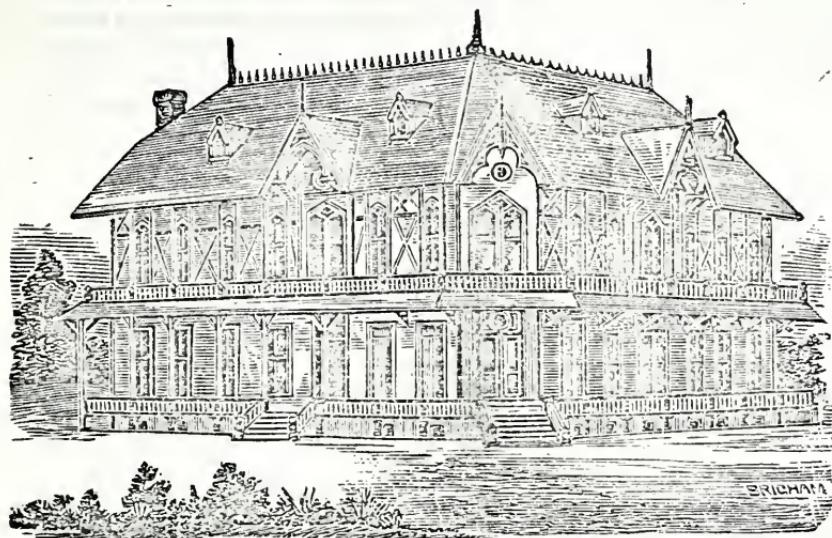
CANFIELD.

This town is admirably situated on the Wisconsin division of the Chicago and Northwestern railway, just at the proposed crossing of the Chicago and Duluth route. The station is only twelve miles from the Chicago court-house and is directly upon the apex of the dividing ridge. This gives the place an altitude of full 90 feet above the city, which insures the most healthful of air, and an unsurpassed prospect. It adjoins the thriving villages of Norwood Park and Park Ridge, and has every chance to prove one of the finest of our suburbs. Messrs. A. & L. S. Pierce, the enterprising real estate men at No. 178 Dearborn street, have recently purchased a large portion of this exceedingly promising property at Canfield, and will at once lay out streets, subdivide the land, plant trees, erect fine houses, and otherwise improve their valuable purchase. For over twenty years this attractive property has been kept out of the market, although strenuous endeavors have been made to obtain it. But through the energy of Messrs. Pierce it is now placed before the public, and will, doubtless, be quickly appreciated. The station has now a side track 2,000 feet long, and is the only place between Jefferson and Desplaines at which the express trains stop. Parties desiring the most pleasant of homes will do well to examine this excellent property.

PARK RIDGE.

This town is 13 miles, or 36 minutes' ride, from Chicago, on the Wisconsin division of the Chicago and Northwestern railroad, and is on the dividing ridge between the waters of Lake Michigan and the Mississippi river. It is 130 feet above the lake, and has a remarkably healthy location. It was formerly known as Brickton, but three years ago the name was changed to Park Ridge. The town has a good graded school in a good brick building, a neat brick

Methodist Church, two stores, blacksmiths and carpenters' shops, a lumber, wood and coal yard, and planing mill. There are Methodist and Congregationalist societies, with about 60 members each, and two flourishing sabbath schools.



HOTEL AT PARK RIDGE.

This hotel is now being built by L. Hodges, Esq. It will cost about \$15,000, and will, no doubt, rank with any of the suburban hotels. It is located near the depot. Its length is 60 feet and width 60 feet, built in the Gothic style of architecture—two stories and attic, with brick basement. The structure contains 35 rooms, all of which are large and pleasant—each one leading to the hall inside and the front ones to a veranda outside, which runs the whole length and side of the hotel, and gives 240 feet of promenade. It will be surrounded by handsome parks, from which graveled drives lead to all parts of the town. Mr. H. owns about 200 acres, which he is improving by parks, graded streets, sidewalks and planting of a large number of trees.

Most of the other improvements at present are on the north side of railroad, and the principal residences are those of G. A. Carpenter, of Gilbert Hubbard & Co., R. W. Meachem, Mrs. Perry, A. Dickenson, J. C. Outhlet, and M. C. Sherwin. On the south side of railroad a large and beautiful tract of land has been purchased by L. Hodges, R. Gustin, J. T. Dale, J. M. Wallace, D. B. Dewey and W. E. Smith, who have laid out their respective tracts in uniform design, and are making very extensive and valuable improvements by constructing two beautiful little parks near the depot, setting out many hundred shade trees, making several miles of streets and building neat residences. The Congregationalist society, numbering about sixty members, are taking steps to erect a neat and tasty church in this part of the village, on a beautiful slope, and many other improvements are under con-

sideration. Desirable residence lots in this locality, convenient to depot, are offered at \$10 per foot, and the present season promises to develop remarkable activity in this direction. The soil is a rich loam, and the surface is undulating so as to afford fine natural drainage. The healthfulness of the town is remarkable, owing to its elevated position, and in all respects it offers fine inducements to any seeking a pleasant suburban home with established schools and churches, a pleasant community, within a few minutes' ride from business, for such a moderate outlay as to be within the reach of all.

DESPLAINES.

This is an old settlement, situated 15 miles from the Court-House. It was founded by the Illinois and Wisconsin Land Company, which bought up all the adjacent territory, and laid out the village, but after that did little toward improving the situation, which possessed many natural advantages. Three years ago, under the old state constitution, while the legislature was still in the private charter business, the town was incorporated under a special law, placing all the territory for two miles square under the control of the town authorities.

The town of Desplaines is situated in the very centre of this square, on the banks of the stream of that name, which presents a very picturesque appearance at this point, being bordered with fine groves of maple, elm, oak, butternut, walnut, and various other kinds of trees; and the river affords the sports of boating during the summer season and skating during the winter season. These are qualities that no other suburb around Chicago can boast of. The land on which the town is situated forms a high plateau, gradually sloping near the river. It has fine natural drainage. Excellent water is reached at a depth of 20 feet. The town at present numbers about 1,000 people. Among other public improvements there are four churches, supported by the Methodists, Congregationalists, Lutherans, and Catholics. There are two hotels, a flouring mill, extensive brick-yards, a large lumber yard, a carriage factory, several wagon shops, and the usual number of smaller establishments that go to make up the business part of a village. Within a year the land company has sold its interest to private individuals, who are putting forth a good deal of enterprise, and Desplaines may yet become what Nature intended it should be when it endowed it so lavishly with all that makes suburban life interesting.

Ira Brown has purchased 520 acres here within one block of the depot. He has subdivided and platted part of it into lots 25 and 50 feet front by 125 deep, and within the last 60 days has sold over 100 lots to well known citizens of Chicago, who intend to build first-class houses and reside here. Mr. Brown is also building 20 houses, the average cost of which will be \$1,000, and will have them completed this fall and in the market, with only a small payment down and balance in monthly payments. He can be found at 142 La Salle street, Chicago.

Amongst the residents here and doing business in the city are L. N. W. Sherman, Maj. Bradley, M. Southworth, Elias A. Thomas, E. G. Stiles, Simon Lee, Theodore Tillotson, W. Gruss, Charles Racine, Julius Cook, Hiram Jefferson, Messrs. Whit-

comb & Jones, Chester E. Bennett and others. The land is held at a very low rate at present—lower, in fact, than within the limits of any suburb the same distance from the city. Several years ago an organization known as the Chicago and Northwestern Agricultural and Mechanical Association purchased a tract of land in the southern limits of the town for exposition grounds.

THE CAMP GROUND.

This is the property of the Methodists of this region of country, and is at a certain season of the year a village of no mean pretensions. The grove is within the corporate limits of Desplaines, though the trustees of the institution have power to make rules and regulations governing the conduct of visitors. The officers of the board are Geo. F. Foster, president; T. C. Hoag, treasurer; Ira Brown, secretary. The different committees are as follows: T. C. Hoag, P. Daggy and R. C. Roundswal, police, roads and railway committee; C. B. Hearth, Geo. F. Foster and Ira Brown, finance and substance committee; J. E. Kennicott, Wm. Wheeler and J. W. Sensor, grounds and improvement committee. From the passing train only a platform and a shed are visible. A walk of a quarter of a mile brings one to the banks of the river, where at this season of the year the visitor will find in the neighborhood of 200 cottages, some quite pretentious in their construction, among which will be found some of the permanent ones who have houses on the first circle: Wm. Wheeler, Geo. Beveridge, Ira Brown, Wm. Lunt, Geo. F. Foster, Bradie Lawrence, Elder Crews, Isaac Hitt, P. Daggy, J. W. Lenser, R. C. Roundswal and J. C. Kennicott.

At camp-meeting time the scene is one of peculiar animation, for at such time these cottages give shelter to several thousand people.

A solitary dwelling out of the circle of the camp cottages is inhabited by the steward and his family, who has charge of the ground, and remains during the entire year.

GLENDALE.

Although a comparatively new suburb, Glendale has as many claims to the favor of the public as many of its older sisters. It consists of 125 acres, situated just to the south-east of Palatine. Messrs. Lingle & Darlow will commence important improvements here at once. New streets are to be laid out, buildings erected, an artesian well bored, and a five-acre park started. The streets are planned in serpentine form, and the property is divided into spacious tracts of from one to five acres each, the price ranging from \$400 to \$500 per acre. The Northwestern Railroad Company are now putting down side tracks and switch to connect the main with the planing mill property, and there will soon be a depot building put up. The name of the station will be Glendale. We shall expect to hear good things from there before long. Parties wishing to purchase a suburban home would do well to call on Lingle & Darlow, 125 Dearborn street, Chicago.

PALATINE.

One of the most attractive of Chicago's suburbs is the town of Palatine. Situated on the beautiful "divide" between the Aux Plaines and Fox River, this place has universal advantages in the way of location. The high rolling prairie upon which the place is built insures the health of its inhabitants, and gives rare facilities in the selection of handsome building sites. Palatine is an enterprising village, having a regular incorporation, and numbering upward of 1,500 residents. It is but twenty-six miles from Chicago, and has direct access to this city. Among its special features of interest may be mentioned its graded streets; street lamps on all the thoroughfares; thirteen stores, all doing a flourishing business; two grain elevators, from which over 400,000 bushels of corn, wheat, etc., were shipped last year; three meat markets; three fine hotels; three commodious churches; a fine public school-house, and the Palatine *Herald*, one of the liveliest weekly newspapers in the West. All trains over the Chicago and Northwestern railway stop at Palatine, and yearly commutation rates to Chicago are now fixed at \$95. Good town lots range from \$5 to \$50 per front foot, while excellent farms adjacent to the village proper may be procured at sums varying from \$60 to \$200 per acre. Upwards of sixty well-known business men of Chicago have their houses at Palatine, prominent among whom are R. S. Williamson, J. T. Gridley, George C. Whipple, H. H. Knight, B. Lane, W. H. Waters, B. W. Wyles, J. J. McCabe, J. W. Wilson, W. F. Whitnol, F. Warner, A. McFarlan, A. W. Oviatt, B. Church, Wm. Stewart, A. R. Reynolds, C. Cherry, S. Hopkins, H. Mather, W. Chapman, R. R. Nolton, E. E. Grant, J. C. Sefton, M. Swick, A. H. White, John Alord, and others.

CHICAGO AND PACIFIC RAILROAD.

This road is destined to become a great suburban line before the lapse of many years. The managers express a purpose to work it open to the Mississippi before a great while, but at present the terminus has only reached the neighborhood of Elgin, but it will not remain there long. Although trains have been running only a few weeks, already twenty subdivisions have been made along the route to Elgin, and the cry is, "still they come." It is the expressed intention of the management of the road to afford these budding plantations every facility in the way of accommodation trains. At present a provisional depot has been established at the junction of Elston Road and the North Branch, but soon they hope to be established in the heart of the city. The list of suburbs thus far under way is as follows: Humboldt, Almira, St. Paul Crossing, Pacific, Corn-ing, Kelvyn Grove, Galewood, Mount Clare, Orrison, Park Grove, River Park, Windsor, Tioga, Salt Creek, Itasca, Laurel, Roselle, Ontario, Cromwell, Spalding, Hammond, Elgin. The following is the time table:

| Leave. | Arrive. |
|----------------|-------------------------------|
| 5.00 A. M..... | Roselle accommodation |
| 6.15 A. M..... | River Park accommodation..... |
| 3.30 P. M..... | River Park accommodation..... |

COMMUTATION RATES.

| BETWEEN CHICAGO AND | Distances from Chicago. | Price of ticket for a single ride. | Price of ticket for 25 rides, and good for 4 months. | Price of ticket for 50 rides, and good for 5 months. | Price of ticket for 100 rides, and good for 6 months. | Price of an annual ticket. |
|---------------------------|-------------------------|------------------------------------|--|--|---|----------------------------|
| Humboldt | 4½ | 15 | 2 50 | 3 75 | 4 25 | 38 00 |
| Almira | 4¾ | 20 | 3 00 | 4 00 | 4 75 | 39 00 |
| St. Paul Crossing | 5½ | 25 | 3 50 | 4 00 | 5 50 | 40 50 |
| Pacific | 6½ | 25 | 3 75 | 6 00 | 6 50 | 42 50 |
| Corning | 7 | 30 | 4 00 | 6 50 | 7 00 | 43 50 |
| Kelvin Grove | 7¾ | 30 | 4 40 | 7 00 | 7 75 | 45 00 |
| Galewood | 8½ | 35 | 4 25 | 7 90 | 8 75 | 47 00 |
| Mont Clare | 9¾ | 40 | 5 50 | 8 80 | 9 75 | 49 00 |
| Orrison | 10½ | 40 | 6 05 | 9 70 | 10 75 | 51 00 |
| Park Grove | 11¾ | 45 | 6 60 | 10 60 | 11 75 | 53 00 |
| River Park | 12½ | 50 | 6 90 | 11 05 | 12 25 | 54 00 |
| Roselle | 24 | 95 | 13 35 | 21 55 | 24 00 | 77 50 |
| Elgin | 35 | 1.40 | 19 50 | 30 00 | 35 00 | 100 00 |

HUMBOLDT.

This is the first on the list, and is also one of the most important. It begins but four blocks west of Western avenue, and lies between the limits and the boulevard connecting the parks. It is situated but little above four miles from the Court-House, and will be largely benefited by the park improvements. Besides railroad facilities, Humboldt is connected with a number of drives, among which is North avenue, macadamized all the way, and the Bloomingdale road and California avenue, which will soon be choice thoroughfares. It is now connected by sidewalk with the city. A commodious depot has been erected, and a number of fine houses already dot the vicinity. It is of the city, and yet not in the city, but in the town of Jefferson, but the city is built within two blocks of the boundary line. Lots are selling at a range of from \$20 to \$50 per foot. An organization known as the Humboldt Residence Association, is now erecting forty houses, and a number of private building enterprises are going forward. In this connection it may not be amiss to say a word about Humboldt Park, which lies immediately south and west of this settlement. Improvements are pushing rapidly forward; trees are planting in great numbers, artesian wells are boring and spouting; the ground is being cleared and drained; lakes are making their appearance; drives begin to wind among the improvements, and a general activity pervades the spring atmosphere. A prominent feature, in more than one sense, will be a prospect hill, an elevation now going up that is to attain an altitude of eighty feet. On the top of this it is proposed to build a prospect house, of octagonal shape, each side set with a differently colored glass, so that one may view the city, of which it will have perfect command, in any light one may prefer. From this prospect not only will the city be in view, but a fine sight offered

of Lake View, Harlem, Riverside, Hyde Park, and scores of intervening suburbs. Humboldt boulevard (250 feet wide), which extends from the park northward, has just been improved by six fine rows of elm trees and a sixty-foot-wide lawn on each side of the central drive. Lumber for a great number of fine residences near this station is now on the ground, and their immediate erection going on. Mr. Henry Greenebaum is building a very fine Gothic villa near the corner of North avenue and the boulevard, which will prove a worthy addition to the number of fine buildings already put up. More has been done for the improvement of streets in this neighborhood than in almost any part of the city, and the effect of it is telling upon prices.

Messrs. A. & L. S. Pierce are the fortunate owners of three-quarters of a mile fronting south and east on the park and boulevard, most of which they have held for thirty years, and have now subdivided, planted out with a large number of trees, and propose to offer for sale this season. Property that can be purchased now for \$50 to \$100 per foot will, in a short time, be worth \$200 to \$300, as there is a limited amount of such property in the market.

PACIFIC.

This is a new burgh, a mile west of Humboldt Park. Warren, Keeney & Co., Judge Gookins, J. F. Sinclair, and others, are interested in this project. The land is well located, and a promising settlement will no doubt soon appear instead of former pastures. A depot is building, trees are setting out, streets are grading, wells are boring, and all other preliminaries are meeting with due attention. The founders have classical aspirations for their bantling, for all the streets running north and south are named after institutions of learning. Thus the visitor will pass from Columbia avenue to Cambridge avenue, thence traverse Oxford avenue, and in the course of his travels northward will read the names of Dartmouth, Hamilton, Princeton, Harvard and others. Such aspirations should be rewarded. The present plat includes 160 acres, which will be indefinitely enlarged according to demand. The price of lots is not yet fixed.

KELVYN GROVE.

On the high land lying in sections 27, 28, and 33, and a portion of which has long been designated Kelvyn Grove by the well-to-do Scotch people, who inhabit it, is the large suburb owned and recently platted by Hon. S. S. Hayes, and named as above. It embraces an area of 800 odd acres, and has the advantage of three railroad routes—the Chicago and St. Paul, the Chicago & Pacific, and the cut-off of the Northwestern, with all of which Mr. Hayes has favorable contracts or understandings relative to the running of trains. The Northwestern is to build a \$5,000 brick depot early this season, and the other roads will also maintain stations.

Much of the land in Kelvyn Grove lies very high, and is agreeably diversified with both hills and groves. It is approached from the city by carriages via Grand

avenue, the Humboldt boulevard, and other improved streets; and its centre is just seven miles, in a straight line, from the city hall. The lots in the first plat will be put into market about the first of June. Among the improvements of the present season will be two churches, a school building, 6,000 trees set out, and several miles of streets graveled.

RIVER PARK.

This town is situated on the new Chicago and Pacific Railroad, six miles from the city limits. It lies on both sides of the Desplaines river, about three miles above Maywood, and is located on a tract of land known as Laframboise Reservation, which was selected by a noted half-breed of those days to be given him by the United States government, and was so given him by the treaty of 1829. With his Indian tastes, Laframboise chose a tract of timber through which the river ran, as being especially adapted to his favorite pastimes of hunting and fishing; and his more civilized successors who now visit the spot are persuaded that no more romantic or delightful place could have been found in Cook county.

The river here passes between elevated banks, and with a decided current in a gently meandering course that gives several very pretty views of land and water. On the east side is the timber for about half a mile, and on the west, rising to a height of more than twenty feet above the river, is a handsome rolling prairie, all of which latter portion of the town has this year been planted with many thousands of the most approved kinds of forest trees. This portion of the place is thoroughly drained into the river by several deep ravines that run through it, which, together with the rich, warm character of the soil, here unusually fertile, makes River Park exceedingly available for the cultivation of flowers, shrubbery and all the et cetera of rural adornment that go so far toward making a home in the suburbs delightful.

We have heretofore criticised the naming of suburban towns in such a way as to imply beauties of landscape those towns do not enjoy, but it seems that the place we are now describing is fairly entitled to its cognomen. There is here a natural park of twenty acres, consisting of land handsomely diversified in surface and covered with a variety of natural trees, some of which are of immense age and growth. We understand also that it is contemplated to put down one or more artesian wells in this park, which, discharging their waters into the ravines of which we have spoken, will make several very pretty brooks to flow through the park and finally empty into the river. We should also refer to the altitude of the place above the level of the lake. The record kept by the Smithsonian Institute of altitudes shows that this point is more elevated than any other within that distance from Chicago, with the exception of Norwood Park and one or two points on the railroad between River Park and Chicago, which are a few feet more than forty-eight and a half, which is the elevation of the town we are describing.

Not the least pleasant feature of River Park is the river drive, both above and below it. The road winds along the river bank for miles, now crossing a charming ravine, now passing just on the edge of the bank, and now separated from the river by trees through which glimpses can now and then be had of the glistening water. Taken all in all, River Park is one of the most promising of our suburban towns.

The projectors and proprietors of this town are Messrs. Sayles & Walker, 149 La Salle street, who propose, by the most liberal policy of improvements, to make River Park one of our leading and most attractive suburbs.

OMAHA DIVISION, OF THE N. W. RAILROAD.

This line of road, joined with what is known as the Galena division to Turner Junction, is one of the oldest suburban tracts connected with this city. The high wooded ridge at Harlem early attracted settlers, and it has been growing in favor ever since. At present its accommodation trains are crowded morning and evening with a fine class of citizens who have chosen residences at the various points along the line. The following time table will throw some light on the railroad accommodations:

COMMUTATION RATES.

| BETWEEN CHICAGO AND | Distances from Chi- cago, miles. | Price of ticket for 30 fares, and good for four months. | Price of tickets good for 100 fares. | Length of time for which 100-fare tick- ets are good. | Price of annual ticket. | Price of first half- yearly ticket. | Price of second half-yearly ticket. |
|---------------------------|--|---|---|---|----------------------------|--|--|
| Austin..... | 6.6 | 3 60 | 7 50 | 3 Months. | 50 00 | 30 00 | 23 00 |
| Ridgeland..... | 7.7 | 4 50 | 9 30 | 3 | 55 00 | 33 00 | 25 00 |
| Oak Park..... | 8.6 | 5 40 | 11 20 | 3 | 60 00 | 36 00 | 27 00 |
| Thatcher..... | 10. | 6 00 | 12 50 | 3 | 65 00 | 39 00 | 30 00 |
| Maywood..... | 10.4 | 6 50 | 13 50 | 3 | 70 00 | 42 00 | 32 00 |
| Elmhurst..... | 15.8 | 9 60 | 18 00 | 4 | 75 00 | 45 00 | 34 00 |
| Lombard..... | 20. | 12 00 | 21 50 | 4 | 80 00 | 48 00 | 36 00 |
| Danby..... | 22.5 | 13 50 | 23 50 | 4 | 85 00 | 51 00 | 39 00 |

GOING WEST.

| NAMES OF STATIONS. | Distances from Chicago. | Sunday. | | Freeport. | Lombard. | Junction. | St Charles and Elgin. | Sterling. | Elmhurst | Freeport. | Maywood |
|--------------------------|-------------------------------|---------|-------|-----------|----------|-----------|-----------------------------|-----------|----------|-----------|---------|
| | | P. M. | Iowa. | | | | | | | | |
| Wells Street..... | .. | 1.15 | 10.45 | 9.15 | 6.10 | 5.30 | 5.15 | 3.45 | 12.00 | 9.15 | 7.30 |
| West 48th Street..... | 5.6 | 1.35 | .. | .. | 6.32 | 5.50 | .. | .. | 12.20 | 9.35 | 7.53 |
| Austin..... | 6.7 | 1.38 | 11.09 | 9.38 | 6.35 | 5.54 | .. | 4.08 | 12.23 | 9.39 | 7.57 |
| Ridgeland..... | 7.7 | 1.41 | .. | 9.41 | 6.38 | 5.57 | .. | .. | 12.26 | 9.42 | 8.00 |
| Oak Park..... | 8.6 | 1.45 | 11.15 | 9.44 | 6.42 | 6.01 | .. | 4.14 | 12.30 | 9.45 | 8.04 |
| Maywood..... | 10.4 | 1.51 | 11.20 | 9.48 | 6.48 | 6.07 | .. | 4.19 | 12.35 | 9.50 | 8.10 |
| Elmhurst..... | 15.8 | 2.05 | 11.33 | 10.01 | 7.01 | 6.20 | 5.53 | 4.30 | 12.45 | 10.04 | .. |
| Lombard..... | 20. | 2.15 | 11.44 | 10.11 | 7.10 | 6.30 | 6.02 | 4.39 | .. | 10.15 | .. |
| Danby..... | 22.5 | 2.22 | 11.50 | 10.17 | .. | 6.37 | 6.08 | 4.45 | .. | 10.22 | .. |

GOLNG EAST

THE NORTHWESTERN CAR WORKS.

A mile west of the present city limits, on this division of the Northwestern Railroad, is the site selected by the company for their future car-works. Ground has been broken, and building is going forward as rapidly as circumstances will permit. About 200 workmen are now engaged on the various improvements. The round-house for the locomotives is rapidly taking shape, and the foundations for the shops are being laid. In a very short time a considerable village will be founded here. Contracts are already awarded for several stores, a school-house and such other institutions as are required to furnish bodily and mental pabulum to the future resident. A depot has been built, and all the regular and accommodation trains make the new settlement a call. The West Chicago Land Company have purchased most of the adjoining land and subdivided the same into building lots. They are now erecting a large number of cottages for the use of the workmen. The lots are deep, and the streets, laid out 100 feet wide, are now being graded. J. D. Harvey, 174 La Salle street is their agent.

The land adjoining that of the company is held at figures varying from \$20 to \$30 per front foot.

Mr. C. E. Crafts, of 54 La Salle street, Chicago, Ill., has a subdivision at West 48th street depot, which he is improving and selling off rapidly to parties buying to build. His property is north of and adjoining the railroad and west of the car works, and is very desirable for residence purposes and speculation, as there will be 10,000 people in that vicinity when the shops are completed and in operation. Prices range from \$26 to \$30 per front foot. Blocks of five acres also for sale at acre prices that wil' pay 100 per cent. to hold or sell by the lot.

AUSTIN.

1520715

This is the next stopping-place on the line, and was laid out in 1866. It had its beginning in a clock factory, organized by a party of Chicagoans. Extensive buildings were erected, machinery was introduced, and the new "ticker" was just making its appearance, when the gentlemanly "fire fiend" put in a veto, and turned the whole concern into a heap of ashes. This was a serious set-back to the aspiring burgh, but now there is little regret expressed at the calamity, as the place can afford to depend upon its own merits. At first the settlement was confined to the north side of the railroad track, but within a year or two the limits have crossed the rail, and a settlement of thirty or forty houses, all of pleasant exterior, is now met with on the south side. The original subdivision was a mile square. It is now more than twice as large. The population is estimated at 800 people, nearly all the heads of families doing business in the city. There are about 150 habitations. Most of these are neat cottages, but a score or more are quite pretentious. The price of land ranges from \$10 to \$50 per foot. Nearly all the streets are planted with trees. Among the public improvements is a \$15,000 school building and a \$20,000 town hall. There are three church congregations—a Baptist, Methodist, and Presbyterian. The former two have places of worship, but intend building something more pretentious the coming season. The Presbyterians have also raised \$10,000 toward an edifice of their own.

A pleasant feature, prospectively, are two larger tracts of land intended for parks. These reservations will soon be improved. There is a good demand for property, and prices have an upward tendency. In some localities they have doubled within the past year.

Mr. C. E. Crafts, No. 54 La Salle street, Chicago, Ill., has a subdivision at Austin, south of the railroad on Madison street. It is on the ridge, with graveled and sewer'd streets, and first-class improvements are being made. Madison street is graveled to the city, is 120 feet wide, and is a beautiful driveway. Lots are very

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1975

deep, being 25 feet front by 178 feet deep. Prices range from \$20 to \$40 per front foot, and are rapidly advancing. There being fourteen trains a day, seven-and-a-half cents fare, time 23 minutes, it is very convenient to live there and enjoy a country home and do business in the city. He also has some fine acre tracts for sale.

RIDGELAND.

One mile west of Austin and we stop at Ridgeland.

This village, scarcely a year old, gives promise of a fine future. The land is 50 feet above the lake and has sufficient fall to insure perfect drainage. It is accessible from the city, in addition to the railroad, by three principal streets—Chicago avenue, Lake and Madison streets—and is the same distance from Central Park as Halsted street. The improvements that have been made are thorough and are of a class to attract the seeker after a home rather than the experienced speculator. A depot—one of the best at any of our suburban towns—has been erected at a cost of \$4,000; the streets are well graded and wide substantial sidewalks are laid on the principal ones. A large number of maple trees have been planted. The lots are over twice the size of the common city lot, being 50 feet front by 171 feet deep, and the streets on which they face are 80 feet in width. Two artesian wells have been sunk—one reaching a depth of 1,200 feet, but not proving a success, a second one was put down and at 1,630 feet a fine flow of soft water was reached, sufficient to supply a community of five thousand persons. A number of fine residences have been erected, and some of Chicago's most enterprising young men are making it their homes. And they, aided by the wealthy parties interested in the place, promise to make it a successful and prosperous town.

OAK PARK—HARLEM.

This twin suburb follows close upon the heels of Austin, the dividing line being almost an imaginary one, and when one comes to dividing the town itself it is almost a hopeless task. To the transient visitor there is but one village, as there is but one depot for both, and he cares little by what name, or aggregation of names, the thing is called. On the depot signboard the legend reads "Oak Park," and by that much the latter place is ahead. Time was when the depot was in Harlem, but the present site is better for the accommodation of all concerned. Oak Park comes first; Harlem next. The former claims a population of 2,000 souls, while the latter pretends only to half that number. Both places are situated on a high ridge, 60 feet above the level of the lake, and are embowered in beautiful groves of oak, from which the first town derives its name. The twins were settled about 1854, and have enjoyed a steady growth ever since. There has been little wild cat speculation about these places, the residents being of the substantial sort, not particularly desirous for a large population, except what comes in a natural way. Nearly all the homesteads are surrounded by large, handsome grounds. The price of land varies from \$10 to \$75 per front foot. The lots are from 170 to 250 feet deep. The streets are wide, very generally graded, and supplied with good sidewalks. Each town, without any town organization, however, has a good graded school and substantial school-houses. Oak Park has of churches a Congregational, a Methodist and a Unitarian. The former has the largest congregation. In Harlem there is an Episcopalian place of worship. But all the churches are attended indiscriminately by the people of both villages. The Congregationalists propose building a \$30,000 edifice this summer, and the Methodists will build one at a cost of \$15,000.

For their water supply the citizens depend upon wells. The sub-soil is gravelly, and pure, wholesome water is reached at a depth of from 15 to 25 feet.

There are some very fine residences hidden away among the groves. Among the more noteworthy are those of Hon. H. W. Austin, member of the last legislature; J. W. Scovelle, president of the Prairie State Loan and Trust Company; W. H. Wood, trustee for the Couch estate; J. H. Hurlbut, of the Board of Trade; E. O. Gale, J. K. Russell, J. W. Middleton, Geo. Eckhart, Geo. Sharp, Rev. J. E. Roy, superintendent home missions; Rev. S. J. Humphrey, western secretary foreign missions; O. C. Blackmer, Geo. Gerts, P. Smith, J. Kettlestrings, T. P. Stone, A. T. Hemingway, real estate dealer; and many other well known Chicago business men reside here. In Harlem one of the finest residences is that of J. H. S. Quirk.

The houses are, with a few exceptions, of a spacious and substantial order, with an eye to a pleasing exterior. Nearly all are occupied by their owners. There are few rented, and less to rent, though the applications each season are numbered by scores. Last year about 25 additional residences were built, and during this season the number will probably be increased.

A. T. Hemingway, room 34 and 36 Major Block, invites attention to the property he has for sale in this suburb and Ridgeland. We advise all parties who want a suburban home to give him a call before purchasing.

MAYWOOD.

This place is west of the Desplaines river, and may be classed among the most promising of our suburbs. On the chart of the Northwestern Railroad it is ten miles from their depot. The place has grown within three years to the attainment of a population of 1,000 souls, who are well supplied with all the accommodations that usually pertain only to the city. Its location is high, being 60 feet above the level of the lake, and over 30 feet above the bed of the neighboring river. The houses are uniformly good, there being none costing less than \$2,000, as none at a lower figure are allowed to be built. Last year 80 of these houses were erected.

The Maywood Company, office 56 La Salle street, has made some very judicious improvements, noteworthy among which are a fine hotel and a handsome park adjoining the same. Considerable attention has been paid to grading and sidewalk improvements, while trees line the principal thoroughfares. About 150 residences are now occupied and more are building. About 100 people take the cars for the city at the depot every morning.

For a three-year-old, Maywood may be put down a decided success. Last year 83 new houses were erected. Among other things Maywood boasts of two fine graded schools, with the primary departments. Of church accommodations those favored are the Congregationalists, Episcopalians, Presbyterians, Methodists and Baptists. In a material line there may be mentioned the existence of two general stores, a meat market, an ice house, a coal and wood yard, a printing establishment, etc. The hotel, under Maj. F. Harding, is one of the best in the vicinity of Chicago.

S. S. Millar's addition to Maywood adjoins the town proper on the west, and extends to the Desplaines river on the east. This is a very beautiful tract of land, some 40 acres of which have been subdivided into lots and 3 to 5 acre tracts. The drainage here is simply perfect, the ADDITION having over half a mile of river frontage, and a good portion of it is covered with fine natural groves. The principal owners of River Forest and this addition to Maywood control the finest natural parks and private drives to be found in the county. Mr. Millar would assist several parties in erecting houses costing not less than \$3,000 each, or sell lots on easy or monthly payments. His office is at 125 Clark street.

LOMBARD.

The town of Lombard was originally platted by Isaac Clafin, of the firm of Clafin Bros. & Co., and Josiah L. Lombard, and contains about 600 acres of beautiful groves and rolling prairie. Quite recently about 200 acres of this ground have been purchased by Newell Matson, J. L. Lombard, T. S. Hayden and N. Chapin. This interest is situated on the south side of the track, and is laid out in half and quarter acre lots. The town lies on both sides of the railway. The streets in each division are well improved and sidewalks extend in different directions a distance of over three miles.

The handsome homesteads of N. Matson, of the firm of N. Matson & Co., jewelers, and N. Chapin, near the depot, give evidence of prosperity, and the church in the near distance proves, to the observer and passer by, the moral and religious atmosphere of the residents of the town. To the north of the depot is seen the residence of N. S. Cushing and the beautiful cottage villa of Isaac Clafin, while looking to the north on the highlands is seen the sturdy old homestead of Sam'l K. Cromwell, also the beautiful dwellings of Jas. T. Clafin, Mr. Rogers and Mr. Haines.

The church and school of Lombard are all that the population could desire. A large church society, an increasing sabbath school and a prosperous and well graded school form part of the advantages of Lombard. J. M. Pierce, principal of the school, has hardly a superior in his profession. The institution of Lombard is the Lombard Amusement Club, composed of the young ladies and gentlemen of the town, and is presided over by E. T. Cushing, Esq. The club holds stated meetings and gives, during the season, literary essays, readings and dramatic exhibitions. Its advantage to the place is fully appreciated, and its influence will ultimately tend to the formation of a literary and educational institute which shall be permanent and popular. S. R. Thurston, late of Portland, now of the firm of Clafin Bros. & Co., has just purchased one of the finest residence lots on the beautiful eminence of North Lombard, with the view of erecting thereon immediately, a dwelling that will be an ornament to the town.

WEST LOMBARD,

situated west of and adjoining the town, lies south of the railway, and south and east of the grove. This property is soon to be in the market and has all the advantages of railway travel, with churches and schools in immediate vicinity. Already the handsome and commodious homestead of Joseph Johnston, late of Chicago, has been completed at West Lombard. E. P. Albee, Esq., is about building on the newly platted site.

CHICAGO, BURLINGTON AND QUINCY RAILROAD.

This road has fostered a fine succession of suburbs during the past three years, before which time there was nothing of any prominence connected with it this side of Aurora; now it has a dozen, all of them with fine prospects. The management is inclined to pay considerable attention to the growth of towns along the line, and offers every facility compatible with its own interests. Subjoined is the time table for the information of would-be residents on this line.

TRAINS FROM CHICAGO.

| STATIONS. | | Distance. | | Distance. | | Dubuque ex-press. | | Pacific fastline. | | Downer's Grove accommodation. | | Aurora passenger. | | Galesburg passenger. | | Mendota passenger. | | Downer's Grove accommodation. | | Dubuque ex-press. | | Night express. | |
|-------------------------|-------|-----------|-------|-----------|-------|-------------------|-------|-------------------|-------|-------------------------------|-------|-------------------|-------|----------------------|-------|--------------------|-------|-------------------------------|-------|-------------------|-------|----------------|--|
| | | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | |
| Central Depot..... | | 7.45 | 9.10 | 10.00 | 11.00 | 1.45 | 3.15 | 4.20 | 5.30 | 6.15 | 9.00 | 11.00 | | | | | | | | | | | |
| Chicago Station..... | 2½ | 8.02 | 9.27 | 10.17 | 11.18 | 2.03 | 3.32 | 4.38 | 5.48 | 6.32 | 9.18 | 11.18 | | | | | | | | | | | |
| C., C. & I. C. crossing | 5 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Lawndale..... | 6½ | 8.14 | ..... | ..... | 11.31 | 2.16 | 3.45 | 4.51 | 6.01 | 6.46 | ..... | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Hawthorn..... | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Riverside..... | 12½ | 8.30 | 9.55 | ..... | 11.50 | 2.35 | 4.05 | 5.10 | 6.18 | 7.05 | 9.45 | 11.50 | | | | | | | | | | | |
| Kensington..... | ..... | ..... | ..... | ..... | 11.56 | ..... | ..... | 5.16 | 6.26 | 7.12 | ..... | ..... |  |  |  |  |  |  |  |  |  |  |  |
| West Lyons..... | 15¼ | 8.40 | 10.03 | ..... | 11.57 | 2.43 | 4.12 | 5.17 | 6.27 | 7.13 | ..... | ..... |  |  |  |  |  |  |  |  |  |  |  |
| Hinsdale..... | 18 | 8.47 | 10.09 | ..... | 12.04 | 2.50 | 4.19 | 5.25 | 6.35 | 7.20 | 9.58 | 12.05 | | | | | | | | | | | |
| Clarendon Hills..... | 19¾ | 8.52 | 10.12 | ..... | 12.08 | 2.53 | 4.23 | 5.28 | 6.40 | 7.23 | ..... | ..... |  |  |  |  |  |  |  |  |  |  |  |

TRAINS TOWARD CHICAGO.

| STATIONS. | | Distance. | | Distance. | | Dubuque ex-press. | | Downer's Grove accommodation. | | Aurora passenger. | | Aurora passenger. | | Mendota passenger. | | Dubuque ex-press. | | Atlantic ex-press. | | Quincy passenger. | | Downer's Grove accommodation. | | Day express. | |
|-------------------------|-------|----------------|-----------|-------------------|----------------|-------------------|-------|-------------------------------|-------|-------------------|-------|-------------------|-------|--------------------|-------|-------------------|-------|--------------------|-------|-------------------|-------|-------------------------------|--|--------------|--|
| | | Night express. | Distance. | Dubuque ex-press. | Night express. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | | |
| Central Depot..... | | 6.00 | 7.00 | 7.15 | 8.15 | 8.55 | 9.55 | 2.10 | 3.15 | 4.15 | 5.50 | 8.00 | | | | | | | | | | | | | |
| Chicago Station..... | 2½ | 5.40 | 6.42 | 6.58 | 7.55 | 8.37 | 9.37 | 1.52 | 2.58 | 3.57 | 5.32 | 7.42 | | | | | | | | | | | | | |
| C., C. & I. C. crossing | 5 | ..... | ..... | 6.44 | 7.44 | 8.24 | ..... | 1.40 | ..... | ..... | 5.17 | ..... |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lawndale..... | 6½ | ..... | ..... | 6.44 | 7.44 | 8.24 | ..... | 1.40 | ..... | ..... | 5.17 | ..... |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Hawthorn..... | 8 | ..... | ..... | ..... | 6.44 | 7.44 | 8.24 | ..... | ..... | ..... | 5.17 | ..... |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Riverside..... | 12½ | ..... | 6.10 | 6.25 | 7.24 | 8.10 | 9.05 | 1.25 | 2.25 | 3.20 | 5.00 | 7.14 | | | | | | | | | | | | | |
| Kensington..... | ..... | ..... | ..... | 6.18 | 7.16 | 8.04 | 8.58 | 1.18 | ..... | ..... | 4.53 | ..... |  |  |  |  |  |  |  |  |  |  |  |  |  |
| West Lyons..... | 15¼ | ..... | ..... | 6.17 | 7.15 | 7.55 | 8.53 | 1.10 | 2.12 | 3.15 | 4.52 | 6.57 | | | | | | | | | | | | | |
| Hinsdale..... | 18 | ..... | 5.57 | 6.10 | 7.07 | 7.55 | 8.53 | 1.10 | 2.12 | 3.15 | 4.45 | 6.57 | | | | | | | | | | | | | |
| Clarendon Hills..... | 19¾ | ..... | 5.54 | 6.06 | 7.03 | 7.53 | 8.50 | 1.06 | ..... | 3.10 | 4.43 | ..... |  |  |  |  |  |  |  |  |  |  |  |  |  |

COMMUTATION TICKETS.

| STATIONS. | | Three months. | | Twelve months. | | One hundred rides. | |
|----------------------|--|---------------|-------|----------------|--|--------------------|--|
| Lawndale..... | | 16.00 | 50.00 | 12.50 | | | |
| Riverside..... | | 20.00 | 60.00 | 14.00 | | | |
| Kensington..... | | 22.50 | 67.50 | 17.00 | | | |
| West Lyons..... | | 22.50 | 67.50 | 17.00 | | | |
| East Hinsdale.. | | 25.00 | 75.00 | 20.00 | | | |
| Hinsdale..... | | 25.00 | 75.00 | 20.00 | | | |
| Clarendon Hills..... | | 26.50 | 80.00 | 22.50 | | | |

DOUGLAS PARK.

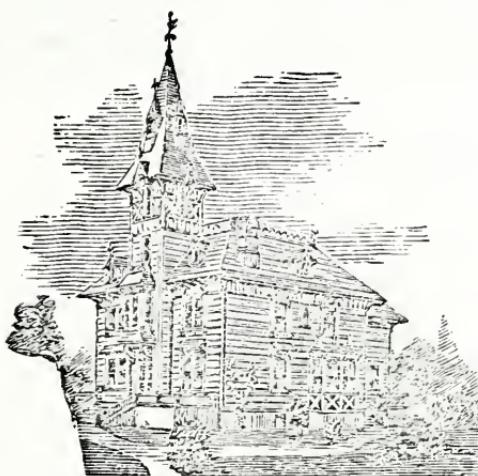
This improvement aspires to suburban honors, although it is situated within the corporate limits of the city. There is a fine station house here which derives its name from the vicinity of the prospective pleasure grounds named in honor of the late lamented "little giant." J. Lombard, Esq., owns most of this property. He intends to commence improvements this fall. Water will be brought from Lake Michigan by a main from the city water-works. A sewer is now being built on Kedzie avenue. Streets and sidewalks will be built, and trees will be planted. It is the object of the owners to make it one of our most attractive suburbs.

LAWNDALE

is a beautiful place, located within the city limits, on the C. B. & Q. R. R., and on the beautiful drive to Riverside, 3,630 feet west of Douglas Park. The park is being beautified very much, and the time will be very short before property

adjacent to this fine park will be largely sought for at high figures, for the finest residences. The land at Lawndale is high and dry, affording ample drainage: is the most healthy place in or about Chicago; is being built up very rapidly, and a fine park is being improved in the centre of this property which will afford a splendid pleasure ground for the children; only twenty minutes' drive from Union Park, via Ogden avenue, and thirty-two minutes' ride on the C. B. & Q. R. R. Fifteen trains daily on the road give the residents the means of frequent transit, and at such times in the day that all are suited. Water is supplied from the city water-works which cannot be had in any of the other suburbs. The city also supplies them with gas, and it is

connecting itself with the city's sewerage system. Considerable enterprise has been displayed in improving the place. The streets have been graded and planted with trees, and all are supplied with sidewalks. There are now under contract thirty new houses to be finished this month, and a large number will be added during the season. We give a view of one to be built by A. C. Millard, Esq., of the real estate firm of Millard & Decker. The city has recently established here a school, and it is admitted that there is no better in the city. Children attending it will find that they will be able to advance in their studies as fast as they would in the Chicago schools. A fine church is now being built of which we give a view. It will be one of the finest church edifices to be found in our suburbs. It is built of wood, with a brick basement, and will cost about \$16,000. A fine store has recently been built, supplying goods of all kinds at as cheap rates and as good qualities as can be furnished in the city. Messrs. Millard & Decker, room 5, Republic Life Insurance Building, have a large number of houses completed, which they will sell on easy terms—prices, including land, from \$3,000 to \$8,000—and will give further information to any party wishing to invest in this place. Gustin & Wallace have a subdivision here, three-eighths of a mile beyond Douglas Park on Ogden avenue. They have divided it into lots of 25x125 feet, graded the streets, built sidewalks and planted trees. These lots are selling from \$600 to \$1,000.



$\{P_i\}_{i=1}^n \subset \mathcal{P}$

$$\frac{1}{n} \sum_{i=1}^n P_i = \mu \in \mathcal{P}_1$$

HINSDALE.

This town is ten miles from the city limits. It was laid out in 1866. The village at present consists of 1,000 inhabitants, and is supplied with all necessary accommodations in the way of stores, wood and coal yards, markets, etc. The depot is a substantial building of brick. Among the residents whose mansions are conspicuous for beauty of location as well as architectural design are those of Mr. Stewart, assistant superintendent of the American Express Company; David Roth, E. P. Hines, John Parker, C. H. Hudson, George Wells, E. W. Bunker, M. Donohue, and many other well-known names.

CLARENDOON HILLS.

This most beautiful of the suburbs of Chicago is situated about 12 miles from the city, on the C. B. & Q. R. R., and 22 trains daily (except Sunday) connect it with the city. The average elevation of the town is over 200 feet above the level of the lake, while prominent elevations, which afford attractive landscape views for miles around, are relieved and beautified by the graceful winding undulations through which the streets are graded, giving to the whole place the appearance of a large park. Its relative location to the depot is such that the most remote lot in the town is only about ten minutes' walk from the trains, while the succession of elevations, each rising higher as you go from the depot, gives it the appearance in shape of an amphitheatre. A good school building is being erected the present season, which will be supplied, when completed, with a thoroughly competent teacher.

The lots are of large size, affording ample room, in addition to buildings, for fruit and home garden. These lots are selling now at extremely low prices, and on the most favorable terms, to secure a large and rapid development for the year 1873, while another year will increase the price of all that remains from 15 to 25 per cent. and restrict the terms of sale. In addition to these low prices and easy terms we learn that arrangements can be made to aid parties desiring to procure a home in this attractive suburb, by erecting residences for them of such size and design as they may wish, which can be completed and ready for occupation in from six to ten weeks after contract of purchase is made. Men of moderate means, clerks, mechanics and others, who are struggling to support their families, should remember that money paid from their earnings for rents is almost equivalent to money thrown away, and avail themselves of this opportunity to have these payments apply toward the purchase of homes of their own, abandon their lot of 25 by 125 feet, which is frequently hedged in with unhealthy surroundings, and get a home where they can enjoy pure air, good water, perfect drainage, plenty of fruit, and a garden large enough to supply all the vegetables their family would need. For further particulars, plats of the property, and free transportation to examine same, apply to Chas. B. Holmes & Co., 71 Dearborn street; who, as special inducement in addition to the above, offer to every purchaser of them who may become an actual *bona-fide* resident at Clarendon Hills, during the present year, free transportation on the C. B. & Q. R. R., between Chicago and Clarendon Hills, for themselves, for the term of one year from the date they shall become such residents.

THE CHICAGO, COLUMBUS AND INDIANA CENTRAL RAILROAD.

This road has hitherto labored under some disadvantages, chief among which has been its frequent change of name. Recently it has shown a disposition to improve, and promises are made that it will work up its suburban interests, which do not amount to much as yet.

SOUTH LYNNE.

This rapidly improving suburb is the first station south of the city limits on the C. C. & I. C. and the C. D. & V. railroads. It is just seven miles south of the Court House; the north line being Sixty-third street, the east line Ashland avenue, the west line Blue Island avenue, and the south line Sixty-seventh street, which is also the south line of the South Park. It contains 360 acres, subdivided three years since by Messrs. A. & N. J. Vail, since which time about 1,400 lots have been sold by them, mostly to people who design settling there.

The improvements already completed consist of well graded streets, many hundreds of shade trees, a depot, some thirty residences and a large brick factory, over 150 feet square, now occupied by the *Chicago Silver Smelting Company*.

The commutation fare by railroad is now 13 cents. An *Omnibus line* (fare 5 cents) also connects with the South Side street cars, for the especial convenience of people who have employment in the city, and must therefore arrive before 7 A. M., and return after 6 P. M.

This suburb offers peculiar advantages for manufacturing purposes, and Messrs. A. Vail & Son make liberal offers for improvements of that kind. They are now negotiating for the location of several additional establishments, with good prospects of success; among which may be mentioned a malleable iron foundry, a woolen mill, a large cooper shop, etc. etc. Two of the new railroads about entering the city will also probably pass through or very near South Lynne.

The land is high and dry—the lowest portion thereof being 15 feet above the level of Chicago. It is held at from \$1,500 to \$2,500 per acre, and lots are sold daily at from \$175 to \$350 each, on easy monthly payments. South Lynne must soon come inside the city limits, and will probably do so at the same time with the South Parks and Englewood, it being no farther out than these places.

We are informed that in no other suburb so close in, with so many improvements and such facilities for cheap transportation, can lots be bought so cheap as here, and every man has it in his power, by paying a few dollars monthly, to soon own a home. Messrs. A. Vail & Son, 129 Dearborn street, are the sole proprietors and agents.

FOREST HILL.

This is a large subdivision lying between South Lynne and Washington Heights. Some improvements are promised in this direction soon. Stock-yard men are largely interested here, and the property is held at high figures. Among other large owners is John B. Sherman, who has gobbled up a matter of 700 acres in this neighborhood, which he holds at \$1,000 in the bulk. There seem to be prospects that a feeder to the stock-yards will one day start from this neighborhood.

The streets are all graded. Western and Sheridan avenues are graded and gravelled to the city. There have been about twenty-five houses, medium class, built this summer, at a cost of \$2,000 to \$3,000 each, and the prospect is that there will be as many more built soon. They have a good school, water is excellent, and trees are being planted. The owners will make it an attractive place. Lingle and Darlow, 125 Dearborn street, Chicago, own sixty acres, which they are selling rapidly in lots at \$200 each.

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

This line is doing considerable toward opening up its suburban possibilities, and affording towns on its route all the facilities they can conscientiously ask. The following time table and schedule of commutation will enlighten the prospective suburbanist.

GOING WESTWARD.

| STATIONS. | Main Line Trains. | | | Peru Acc. | Washington Heights and Blue Island Accommodation. | | | | | | |
|--------------------|-------------------|-------|-------|-----------|---|-------|-------|-------|-------|-------|-------|
| | 1 | 3 | 5 | | 21 | 23 | 25 | 27 | 29 | 31 | |
| Chicago | Leave | A. M. | P. M. | P. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| Rock Island Shops | | 10.15 | 10.00 | 5.00 | 7.00 | 8.50 | 12.20 | 4.15 | 6.15 | 7.10 | |
| Englewood | | 10.42 | 10.25 | 5.23 | 7.22 | 9.12 | 12.42 | 4.37 | 6.37 | 7.32 | |
| Normal | | 10.50 | 10.30 | 5.30 | 7.29 | 9.19 | 12.49 | 4.44 | 6.44 | 7.50 | |
| Auburn | | | | | 7.33 | 9.23 | 12.53 | 4.48 | 6.48 | 7.54 | |
| South Englewood | | | | | 7.38 | 9.28 | 12.58 | 4.53 | 6.53 | 7.59 | |
| Dummy Junction | | | | | 7.42 | 9.32 | 1.02 | 4.57 | 6.57 | 8.05 | |
| Washington Heights | 11.05 | | | | 7.45 | 9.35 | 1.05 | 5.00 | 7.00 | 8.08 | |
| Prospect Avenue | | | | | | 7.48 | 9.38 | 1.08 | 5.03 | 7.03 | 8.12 |
| Tracy Avenue | | | | | | 7.52 | 9.42 | 1.12 | 5.07 | 7.07 | 8.16 |
| Morgan Avenue | | | | | | 7.55 | 9.45 | 1.15 | 5.10 | 7.10 | 8.25 |
| Blue Island | Arrive | 11.15 | 10.52 | 6.00 | 8.60 | 9.50 | 1.20 | 5.15 | 7.15 | 8.30 | |

GOING EASTWARD.

| STATIONS. | Main Line Trains. | | | Peru Acc. | Washington Heights and Blue Island Accommodation. | | | | | | |
|--------------------|-------------------|-------|-------|-----------|---|-------|-------|-------|-------|-------|--|
| | 2 | 4 | 6 | | 22 | 24 | 26 | 28 | 30 | 32 | |
| Blue Island | Leave | P. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | |
| Morgan Avenue | | 2.50 | 6.08 | 8.34 | 5.40 | 7.00 | 10.00 | 12.30 | 3.40 | 5.30 | |
| Tracy Avenue | | | | | 5.45 | 7.05 | 10.05 | 12.35 | 3.45 | 5.35 | |
| Prospect Avenue | | | | | 5.48 | 7.08 | 10.08 | 12.38 | 3.48 | 5.38 | |
| Washington Heights | | 3.00 | 6.15 | 8.43 | 5.52 | 7.12 | 10.12 | 12.42 | 3.52 | 5.42 | |
| Dummy Junction | | | | | 5.55 | 7.15 | 10.15 | 12.45 | 3.55 | 5.45 | |
| South Englewood | | | | | 5.58 | 7.18 | 10.18 | 12.48 | 3.58 | 5.48 | |
| Auburn | | | | | 6.02 | 7.22 | 10.22 | 12.52 | 4.02 | 5.52 | |
| Normal | | | | | 6.07 | 7.27 | 10.27 | 12.57 | 4.07 | 5.57 | |
| Englewood | | 3.15 | 6.30 | 8.57 | 6.11 | 7.31 | 10.31 | 1.01 | 4.11 | 6.01 | |
| Rock Island Shops | | 3.22 | 6.35 | 9.04 | 6.18 | 7.38 | 10.38 | 1.68 | 4.18 | 6.08 | |
| Chicago | Arrive | 3.45 | 7.00 | 9.30 | 6.40 | 8.60 | 11.00 | 1.30 | 4.40 | 6.30 | |

COMMUTATION.

One-hundred-ride family tickets, good on all regular trains, will be issued at the following rates:

Chicago to Washington Heights \$22.00 Chicago to Blue Island \$29.00

| STATIONS. | 10 ride ticket | 25 ride ticket | 50 ride ticket | 100 ride ticket | Individual Tickets. | | | | | | Scholar tickets, 46 rides 1 mo'th |
|---------------------|----------------|----------------|----------------|-----------------|---------------------|----------|--------------|---------------|--------|--------|---|
| | | | | | 54 ride 1 mo. | 3 mo'ths | First 6 mo's | Sec'nd 6 mos. | Yearly | | |
| Rock Island Shops | \$1.00 | \$.... | \$.... | \$8.00 | \$.... | \$.... | \$.... | \$.... | \$.... | \$.... | |
| Englewood | 1.25 | .... | .... | 10.00 | 4.75 | 14.00 | 25.00 | 24.00 | 45.00 | .... |  |
| Normal | 1.50 | .... | .... | 11.00 | 5.25 | 16.00 | 28.00 | 26.00 | 50.00 | 3.00 | |
| Auburn | 1.50 | .... | .... | 11.50 | 5.50 | 18.00 | 31.00 | 29.00 | 55.00 | .... |  |
| South Englewood | | 3.75 | 6.90 | 12.50 | .... | 18.50 | 32.00 | 30.00 | 57.00 | .... |  |
| Dummy Junction | | 4.35 | 7.95 | 14.50 | .... | 19.50 | 34.00 | 31.00 | 59.00 | .... |  |
| Ninety-ninth Street | | 4.50 | 8.25 | 15.00 | .... | 20.00 | 35.00 | 32.00 | 60.00 | .... |  |
| Prospect Avenue | | 4.50 | 8.25 | 15.00 | .... | 20.00 | 35.00 | 32.00 | 60.00 | .... |  |
| Tracy Avenue | | 4.50 | 8.25 | 15.00 | .... | 21.00 | 36.00 | 33.00 | 62.00 | .... |  |
| South Street | | 4.80 | 8.80 | 16.00 | .... | 21.50 | 37.00 | 34.00 | 63.50 | .... |  |
| Morgan Avenue | | 5.10 | 9.35 | 17.00 | .... | 22.00 | 38.00 | 35.00 | 65.00 | .... |  |
| Blue Island | | 5.55 | 10.20 | 18.50 | .... | 24.00 | 41.00 | 37.00 | 70.00 | .... |  |

~~✓~~ A special train will leave Blue Island via Dummy road every Saturday evening at 8.30 ; returning, leaves Chicago at 11.30 P. M.

ENGLEWOOD.

That Englewood is one of the most attractive of Chicago's suburbs is universally admitted. Its situation is accessibility embodied, while it has other sterling natural advantages which give it a proud position among the most attractive of Chicago's environs.

Englewood has a railway system that might make many a large city justly proud. There are three distinct lines passing directly through the town, and these are among the chief railroads of America, viz: The Lake Shore & Michigan Southern, the Chicago, Rock Island & Pacific, and the Pittsburgh, Fort Wayne & Chicago. The projected Canada Southern will probably soon be added, making no less than four great lines connecting Chicago and Englewood.

As a fashionable place of residence, this town possesses advantages unsurpassed by any Chicago suburb, while as a home for the middle classes and substantial *bourgeoisie* it is also especially to be praised. The avenues and streets are wide, handsome, perfectly straight and level, and admirably graded.

A portion of the territory is well timbered, especially those parts crossed by Michigan, Wabash, and Indiana avenues. The avenues are laid out 100 feet wide. Michigan avenue is graded from city limits to Sixty-third street. The improvement of Wabash avenue is now progressing. The road-bed is to be 24 feet wide and one foot in depth, of broken stone covered with stone screenings; this will also extend to Sixty-third street. The assessment has been made and confirmed for grading Wentworth avenue, and work will soon be commenced, thus giving Englewood six thoroughly graveled drives connecting with the city. The distance from the depot is six miles, which is passed by rail in about 25 minutes. The lots at present sell at prices ranging from \$25 to \$90. A few choice places in the groves on the avenues will bring \$150 per foot.

The chief pride of Englewood is the possession of the county normal school, an institution in every way worthy of the object for which it was erected. It is claimed, in fact, to acknowledge few superiors. It enjoys good support, the scholars finding comfortable quarters with the people of the village. Besides the normal school, Englewood supports a high school, which is at present joined with the normal, but during the present season \$30,000 will be expended in giving it a habitation of its own.

The religious wants of the community are supplied by a Catholic and Presbyterian Church, which will, the coming season, be reinforced by the Baptists and Episcopalians, who propose to erect substantial edifices of their own. The village enjoys good society, with a strong literary tendency developed by the proximity of the schools. Hence it supports numerous societies for the cultivation of tastes in that direction. The place is going forward at a very promising rate. Forty houses are now building, and others will be begun and perhaps finished before the close of the season. The water supply has hitherto been a drawback to the place, but recently some excellent water has been discovered at a depth of 40 feet. Unusual efforts are being made this spring to put the streets in good condition, and miles of sidewalk are now being laid in addition to what was done in former years. The real estate market in this neighborhood may be called buoyant.

Henry B. Lewis owns an imposing residence on Wabash avenue near Sixty-third street, now occupied by Mr. S. A. Briggs, of the Franklin Bank of this city. It is an immense mansion, two stories high, beside attic and observatory; the whole built upon a solid foundation of red pressed brick. It has bay windows, balconies, verandas, and a conservatory. The grounds surrounding this domicile are most artistic and pleasant, being studded with stately trees, among which wind walks and drives. Arbors and summer-houses and vases are attractive features, and the whole combine in forming a very desirable home.

Directly opposite, fronting east, is the residence of Mr. W. H. Brooks, Jr., now occupied by the owner's brother, James Brooks, Esq. In the spacious grounds are large oaks and other forest trees, for which Englewood is especially noted, interspersed with evergreens of many varieties, and several kinds of

shrubs and plants. Walks and driveways lead through the grounds in every direction. The house is a two-story frame, with numerous bays, balconies, porches, etc.

S. A. Briggs, Charles Brownell, N. T. Wright, E. R. Stebbings, Henry L. Kent, H. A. Hurlburd, Geo. H. Hull, Geo. B. Armstrong, Elam D. Parker, I. F. Mack, Prof. D. S. Wentworth, Wm. S. Proudfoot, F. A. Woodbury, John Byrne, Samuel Thompson, Rev. Walter Forsythe, Isaac Drake, Thomas Goodwillie, E. Woods, W. M. Willis, John L. Gerber, Daniel Burcky, John Raber, and E. H. Whited are among the resident property owners, and many of them have splendid residences and grounds.

Young & Rowley have a controlling interest in the Skinner & Judd subdivision of this suburb, which they are selling in lots and blocks. They would be pleased to see any one desirous of purchasing property in this suburb.

AUBURN.

This is one of the most promising and attractive suburbs on the south side. Its adjacency to the south parks and boulevards, and to the large, thriving town of Englewood, with its churches, normal and high schools, and other advantages, render it particularly desirable as a place of residence. Auburn subdivision proper consists of one hundred and sixty acres of high, handsome land situated between two wide graveled drives leading directly to the parks and city.

This property has been finely improved with residences, over three thousand fine shade trees, several miles of graded streets and sidewalks, an elegant depot, etc. Five acres near the depot have been set aside for a park, which is being improved with trees, an artificial lake, etc.

The subdivision has an extensive front on the Chicago, Rock Island & Pacific Railroad, making all the lots convenient to the station. Twelve trains per day stop at this point, affording the best accommodations at the low yearly rate of 8½ cents per ride. Running time between Auburn and Chicago, 31 minutes.

There is no doubt as to the steady and rapid enhancement in value of all the property situated on this road between Chicago and Washington heights, as it is on the direct line of the most substantial and elegant improvements which are advancing southward from the city with great rapidity. Within a radius of a mile of the centre of Auburn subdivision there are already over forty residences erected:

Messrs. Smith, Wood & Co., 163 La Salle street—the representatives of this large property—inform us that they are prepared to sell houses and lots at moderate prices, and on terms to suit buyers.

SOUTH ENGLEWOOD.

This town, destined to be one of Chicago's finest suburbs, was originated by Henry W. Brooks and Messrs. Sisson & Newman. It is situated on the Vincennes ridge, 16 feet above the level of Chicago, directly south of the city, Halsted street passing through it. The boulevard, which is 200 feet in width, connects with the south parks. The depot is said to be the finest on the entire road. The streets are graded, sidewalks laid, and a large number of shade trees set out. There is a good school house, and some fine residences are already occupied. Stock to the amount of \$25,000 has been subscribed for a hotel, and a Union church and several stores will also be built. The railroad facilities are good, 13 daily trains stopping here. Property is advancing very rapidly, and we think Mr. Brooks is selling single lots as low as \$300. Messrs. Gilbert & Givens, A. & A. J. Bellamy, and Noble & Richmond, also have some very good property here.

P

WASHINGTON HEIGHTS

is the generic name for all that portion of high ridge land — formerly known under the still more general appellation of Blue Island — which lies north of the point where the Vincennes route intersects or approaches the highland. There are several subdivisions of this tract, but the principal one is that made by the Blue Island Land and Building Company, and is known as Morgan Park. The tract of land known as Washington Heights proper consists of about 1,500 acres, the larger portion of which is skirted with timber.

At Morgan Park the ridge attains an altitude of 86 feet above the level of the lake, and it is there the building company have expended generously in improvements, among which are grading of streets, the setting out of about 8,000 shade trees and evergreens, the laying of permanent underground sewers, the sinking of an artesian well, which will supply all the region with a copious supply of pure water, etc. Among improvements of another class are four depots. There is a good store and a large number of handsome dwellings. The coming season, will be erected at Morgan Park a large graded school, and another English and classical high school, which will be conducted on what the projectors designate as the "military plan." It will be under the management of Prof. S. S. Norton. Contracts have been let for a large number of buildings, both by the company and private individuals, who propose making this their permanent home. There is also projected a fine Union church. The locality is unquestionably one of the healthiest in Cook county.'

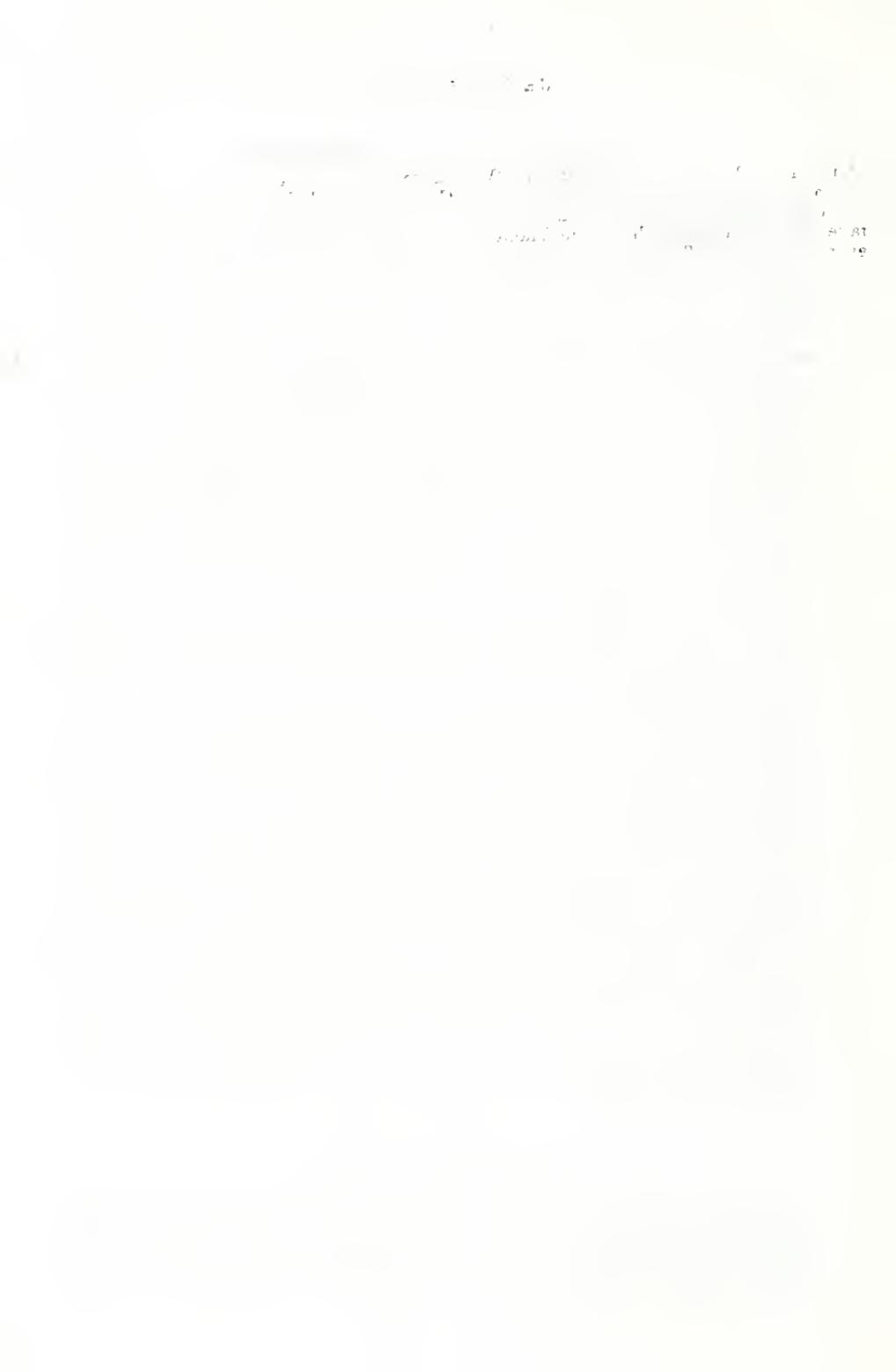
The railroad facilities are excellent, in that those wishing to come or go have the choice of two roads, the Rock Island & Pacific and the Chicago, Columbus & Indiana Central, or by whatever other name it may be known just now. Land at Morgan Park is now selling at \$800 to \$2,000 per acre, and lots from \$100 to \$300, according to location.

The present population of Washington Heights is about 1,200 souls, which is rapidly increasing. Over 3,000 persons have purchased lots in this place, and most of them signify their intention to build. Three years ago the bulk of this property was bought for \$100 per acre, now it sells as high as \$1,500 for eligible sites. The crossing of Prospect with Central avenue is the natural centre of Washington Heights, and it is there a handsome Turner Hall will be erected the coming season; and on the ridge west it is proposed to locate a female seminary, for which the greater part of the money required has already been subscribed. It is intended that when completed it shall be entirely free of debt, and be handsomely endowed. The first sales of property made by the company was in 1869, at \$250 per acre. From 1871 to 1872 prices ranged on lots from \$8 to \$10 per foot. Now the range is from \$12 to \$25 for similar locations. B. F. Clarke & Co. and Clarke, Layton & Co. are doing a heavy business in this property, and the terms offered by them are such that parties of moderate means or income can secure the most desirable investment. Capitalists and non-residents, who are desirous of making first-class investment in this property, will do well to give them a call.

Townsend MacCoun owns 40 acres of grove and ridge land near the crossing of the C. R. I. & P. Railroad and Great Eastern, which he is selling by the acre at \$1,200 to \$1,500 per acre.

BLUE ISLAND.

This town is 16 miles from the depot, and the southernmost of those that may be classed among suburban. It is an old settlement. Why it is or was named "Blue Island," is more than any one can find out. An antiquarian society was organized three years ago for the discovery of the source of the name, but the members all left for Jacksonville before their search was rewarded. There is a river there —



the noble Calumet—but no island. But even if there was an island, why should it be called "Blue"? The town is situated on a high promontory, the terminus of the ridge known nearer the city as Washington Heights. Its present population numbers about 1,000, many of whom are Germans, and their favorite beverage is brewed in copious quantities in the several establishments in which the citizens take a commendable pride. Blue Island beer is not despised among knowing ones even in Chicago. The main residence part of the village is pleasantly located in a grove, and this district boasts of many fine residences. A number of gentlemen connected with the Rock Island & Pacific are large owners here, believing that this town will very soon come in large demand for suburban residence. There is considerable talk of changing the name to something more appropriate. Land in the neighborhood at present is held at \$1,000 per acre. Blue Island was once the seat of the Normal school, but a board of supervisors, with an eye to good dinners and other things which property-owners at Englewood knew how to dispose of, changed the location nearer the city. This was a blow from which the place is only just recovering. But lately it has taken new heart, seeing what can be done with less favored localities, and they will soon come into the real-estate market with flying banners. Geo. R. Clarke, Esq., 11 Chamber of Commerce, is the agent for this property, who will give information in regard to same and will assist all who may be desirous to invest here.

SOUTH CHICAGO.

This town covers a large amount of territory in the southern part of the township of Hyde Park, but strictly speaking it includes about 1,000 acres, owned by the Calumet and Chicago Canal and Dock Company, who own 5,000 or 6,000 acres more in that neighborhood, but who do not count it in as a part of the town proper. South Chicago is the awakened memory of a long time ago. It is situated on both sides of the mouth of the Calumet, and extends about a mile on either side of the stream. It was here, a good many people hold, Chicago should have been built. It was at one time the most promising site of the two, but the Illinois & Michigan Canal making its northern rival its terminus, finished the prospects of the southern sister for many years thereafter. But a better time is at last coming. A town has again sprung up on the ruins of the old log cabin settlement, and the fishing-hook of the idler is rapidly exchanging for the anchor of the mariner. Government, too, has taken charge of it, and has voted \$180,000 for harbor improvements, \$130,000 of which has already been expended. Two piers have been constructed, the northern one extending 2,000 feet and the southern one now about 1,000 feet into the lake. They are 300 feet apart. The river has been docked for the distance of half a mile, and substantial improvements are rapidly growing up under these advantages. The town at present contains about 200 houses, and boasts in the neighborhood of 2,000 inhabitants. A hotel has recently been built at a cost of \$30,000.

The officers of South Chicago are James H. Bowen, President; A. S. Downs, Secretary, and O. S. Hough, Treasurer. It is an enterprising organization, with plenty of capital at its back, and considerable results are sure to follow.

South Chicago already enjoys excellent railroad facilities in the Pittsburgh, Fort Wayne & Chicago and Michigan Southern railroads, but this is but a mere suggestion of what is coming in the near future. Thus the Rock Island road is now building a feeder to the mouth of the Calumet, which branches off at South Englewood, and takes the town of Burnside in its path. The Canada Southern and Baltimore & Ohio railroads now seeking entrance to this city, will also pass through its borders, and many other roads are talking of making connections with this new manufacturing centre.

THE ILLINOIS CENTRAL RAILROAD.

This road does a heavy suburban passenger business, inasmuch as it enjoys exclusive control of the entire line down to Cornell. It enjoys a monopoly, but is disposed to act fairly, it being for its own interests; and it accordingly gives the lake shore suburbs, southward, all the accommodation they can reasonably ask. The following is the time table observed by trains on the Illinois Central.

GOING NORTH.

| STATIONS. | | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
|--------------------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| South Lawn | Leave | 5.35 | 6.49 | 7.36 | 8.30 | 9.26 | 12.41 | 3.29 | 6.00 | 6.41 | |
| Cornell | | 5.45 | 6.50 | 7.46 | 8.40 | 9.36 | 12.51 | 3.39 | 6.10 | 6.51 | |
| Oak Woods | | 6.08 | 7.05 | 8.00 | .. | 9.48 | 1.05 | 4.30 | .. | 6.50 | |
| Wood Lawn | | 6.14 | 7.11 | 8.05 | 8.44 | 9.54 | 1.11 | 4.36 | 6.17 | 7.00 | |
| South Park | | 6.16 | 7.13 | 8.07 | 8.46 | 9.56 | 1.13 | 4.38 | 6.19 | 7.08 | |
| Hyde Park | | 6.19 | 7.16 | 8.10 | 8.49 | 9.59 | 1.16 | 4.44 | 6.22 | 7.11 | |
| Kenwood | | 6.22 | 7.19 | 8.13 | 8.52 | 10.01 | 1.19 | 4.46 | 6.25 | 7.14 | |
| Forty-third Street | | 6.24 | 7.21 | 8.15 | 8.54 | 10.03 | 1.21 | 4.48 | 6.28 | 7.17 | |
| Oakland | | 6.26 | 7.23 | 8.17 | 8.56 | 10.05 | 1.23 | 4.50 | 6.31 | 7.19 | |
| Fairview | | 6.29 | 7.26 | 8.20 | 8.59 | 10.08 | 1.26 | 4.52 | 6.34 | 7.21 | |
| Central Depot | Arrive | 6.48 | 7.45 | 8.45 | 9.20 | 10.30 | 1.45 | 5.20 | 6.55 | 7.40 | |

GOING SOUTH.

| STATIONS. | | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
|--------------------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Central Depot | Leave | 6.10 | 7.10 | 9.00 | 12.10 | 3.00 | 4.30 | 5.16 | 6.10 | 11.10 | |
| Fairview | | 6.29 | 7.29 | 9.19 | 12.29 | 3.19 | 4.49 | 5.36 | 6.29 | 11.29 | |
| Oakland | | 6.31 | 7.31 | 9.21 | 12.31 | 3.21 | 4.51 | 5.39 | 6.31 | 11.31 | |
| Forty-third Street | | 6.33 | 7.33 | 9.23 | 12.33 | 3.23 | 4.53 | 5.41 | 6.33 | 11.33 | |
| Kenwood | | 6.35 | 7.35 | 9.25 | 12.35 | 3.25 | 4.55 | 5.44 | 6.35 | 11.35 | |
| Hyde Park | | 6.39 | 7.40 | 9.30 | 12.39 | 3.39 | 5.00 | 5.50 | 6.39 | 11.40 | |
| South Park | | 6.41 | 7.42 | 9.32 | 12.41 | 3.32 | 5.02 | 5.52 | 6.41 | 11.42 | |
| Wood Lawn | | 6.43 | 7.44 | 9.34 | 12.43 | 3.34 | 5.04 | 5.54 | 6.43 | 11.44 | |
| Oak Woods | | 6.44 | 7.49 | 9.39 | 12.45 | 3.38 | 5.15 | .. | 6.55 | .. | |
| Cornell | | 6.46 | 7.53 | 9.49 | 12.49 | 3.39 | 5.20 | 6.00 | 6.47 | 11.50 | |
| South Lawn | Arrive | 6.58 | 8.00 | 10.00 | 1.00 | 3.49 | 5.30 | 6.10 | 7.00 | 12.00 | |

On Sundays No. 7 will leave Central depot at 12.30 P. M. and all other stations 20 minutes later than the time given.

The following table will be interesting to commutators.

| Distance. | BETWEEN CENTRAL DEPOT AND | Single fares. | | Commutation rates for | | |
|-----------|------------------------------|---------------|-------|-----------------------|---------------|--------------|
| | | Wh'le | Half. | 10 fares. | 100 fares. | 3 months. |
| | | | | | | |
| 4.1 | Fairview | 20 | 10 | 1.00 | 8.00 | 12.00 |
| 4.6 | Oakland | 20 | 10 | 1.00 | 8.00 | 12.00 |
| 5.1 | Forty-third Street | 25 | 15 | 1.25 | 10.00 | 13.50 |
| 5.8 | Kenwood | 25 | 15 | 1.25 | 10.00 | 13.50 |
| 6.5 | Hyde Park | 25 | 15 | 1.25 | 10.00 | 13.50 |
| 7.1 | South Park | 25 | 15 | 1.25 | 10.00 | 13.50 |
| 7.9 | Wood' Lawn | 30 | 20 | 1.50 | 12.50 | 16.50 |
| 8.3 | Oak Woods | 30 | 20 | 1.50 | 12.50 | 16.50 |
| 8.8 | Cornell | 30 | 20 | 1.50 | 12.50 | 16.50 |
| | South Lawn | 40 | 25 | .... | 20.00 | 28.00 |

THE TOWN OF HYDE PARK.

The town is an elaborate affair, embracing as much territory as the city of Chicago, and, in its own estimation, is quite as important as the parent of which it is a "nubbin." Hyde Park in all its length and breadth—being about 12 miles from north to south, and an average of five miles from east to west—is an aggressive, pugilistic institution, always on the alert to give its ancient progenitor a dig in the ribs. In spite of the jealousy which a true Chicagoan naturally feels toward this southern rival, one must admit that it has some respectable pretensions. The principal metropolitan feature is her gas-works, which have been in operation over a year now. Another feature is the prospective water-works. It is proposed to erect them on the lake shore, at the foot of Sixty-second street, in the South Park, and at a point about midway between the Hyde Park depot proper and the town of Cornell or Grand Crossing. It is the intention to lay mains along the northern boundary and western boundary of the town, and by this means supply the southern part of Chicago and the town of Lake; also Cornell, and, maybe South Chicago at the mouth of the Calumet. The settlement of Hyde Park dates back to 1855. It was in 1856 that the hotel was built, which is now receiving some large additions, and will come out in grand style for the present summer season. The proprietors state that nearly all the rooms are already engaged. As a summer resort it has few superiors in the country. The town of Hyde Park in its corporate capacity is governed by a mayor and a council of six. C. M. Cady, of Kenwood, fills the municipal chair, and the aldermen are elected from the various districts into which the township is divided. There are five election districts, or wards, as they are pretentiously called, and twelve school districts, headed by a fine high school, situated in the settlement of Hyde Park proper. The schools are all excellent, and equally distributed among the various villages that make up this commonwealth.

It is in the township of Hyde Park that all the south parks are located, though Chicago claims them as her own and pays for their improvement.

Most of the township from Thirty-sixth street to the swamps of the Calumet is laid out in corner lots, ranging at fabulous prices. The favorite locality is along the grand boulevard, from the limits down to the park, where property is now holding at \$200 a foot. Along the railroad, in the neighborhood of Oakland, Kenwood and Hyde Park stations, \$125 a foot for unimproved land is a favorite figure. The lowest figure for property worth having is \$35 a front foot. At Woodlawn, a mile below Hyde Park station, the range is from \$20 to \$40.

A few particulars may now not be uninteresting. The lines that divide the various stations, though known perhaps to the surveyors who made the subdivision, are purely imaginary to the casual passer-by. From the depot to the northern limits of Woodlawn there is an uninterrupted settlement, nearly eight miles in length. The stations on the Illinois Central, after one has left half a dozen inside the city limits behind, are Oakland, Reform School, Kenwood, Hyde Park, South Park, Woodlawn, Oakwood, Park Side, Grand Crossing.

OAKLAND.

This is at the limits, and serves as a stopping place for both city and suburban people. A few rods south of the depot is a post lettered "City limits." The region is Thirty-sixth street. A number of elegant residences are in this neighborhood. Among them are those of ex-Senator Trumbull and his brother George. The land here is high, well wooded, and beautifully adapted to suburban purposes. At this point the residences extend as far back as Wabash avenue, a distance of half a mile or more.

KENWOOD.

This is the next station, though it is only a continuation of the residence line. It is nearly 6 miles from the Central depot. This suburb, if the distinction is admissible, is the most aristocratic of any in the southern part of the county. The residences are nearly all first-class—many of them quite imposing—and all of them are more or less the central figures of handsome grounds, showing the handiwork of the landscapist, gardener, and florist. Among the more notable residences are those of Hon. Charles H. Hitchcock, Hon. Leonard Swett, W. K. Ackerman, treasurer of the Illinois Central Railroad, Hon. George W. Waite, C. M. Cady, mayor of the town of Hyde Park; Col. George R. Clark, Chief Justice E. S. Williams, Van H. Higgins, Mr. Rand, of Rand, McNally & Co., and others.

Among other institutions the village boasts of a fine Episcopal church, at which residents of neighboring boroughs are graciously allowed to worship. Property here may be bought for from \$100 to \$125 per front foot. This is, of course, first-class. A half mile back, between the Grand boulevard and the lake front, which is in a sort of way neither here nor there, there is some to be had for \$75 per front foot.

The residences of Potter Palmer and H. H. Honore, on the Grand boulevard, are due west of Kenwood, and in their neighborhood the front foot is held at \$200. Kenwood property is a safe investment, as its superior residence advantages will always keep it in the front rank.

SOUTH PARK.

It is here that the boulevard crosses the track and joins the upper end of the South Park. A splendid residence quarter is destined to spring up about this depot before long, located as it is at the entrance of what will one day be favorite pleasure grounds. The park skirts along the lake from this point southeastward, leaving the track to pursue its southerly direction.

WOODLAWN.

This suburb is situated a half mile or so below South Park. It appears to have fallen behind the age a little, for no good reason apparently. It has a good location, is well timbered, is in the immediate vicinity of prospective park improvements; and yet it lingers, though the land figures high enough in the real estate markets, from \$20 to \$140 per front foot being asked.

OAK WOODS.

This is a cemetery station, though the neighborhood has been subdivided. There are some desirable, well timbered ridges in the neighborhood, and some improvements are promised in the near future.

PARKSIDE.

Parkside proper is a subdivision of twenty acres between Seventieth and Seventy-first streets and Stony Island boulevard and Madison avenue, but the name is generally applied to the area made available for residence purposes by the location of the small but pretty depot on the Illinois Central at Seventieth street.

Stony Island boulevard is 200 feet wide and finely macadamized, and this neighborhood is receiving its fair share of attention both from parties desiring investment and from those desiring to improve. Part of the land is heavily timbered, making it well adapted to residence purposes. A district school-house is not far away.

CORNELL

is a subdivision in Sections 26 and 35, in Town 38, N. R. 14 E. of 3d P. M.—being in the centre of the town and village of Hyde Park, and at the Grand Crossing of the Michigan Southern and Lake Shore, Michigan Central, Illinois Central, and Pittsburgh, Ft. Wayne & Chicago railroads. The final plat of this subdivision was filed February 16, 1872, and the improvement of the place commenced. It was once supposed that the ground was too low for successful drainage, which opinion once prevailed concerning nearly every acre of Hyde Park, and, in fact, the whole of Chicago. But the efforts already put forth demonstrate not only the possibility of sufficient drainage for business purposes but that it may be made a most attractive place of residence.

The Grand Crossing is just $8\frac{1}{2}$ miles south and a little east of Madison street, Chicago, and less time is required to reach any of the business centres of the city from this point than is consumed in going in from many points now inside of the city limits by the street cars. The Illinois Central and Michigan Central railroads will convey passengers to any point on the lake shore south of the harbor, and the Lake Shore & Michigan Southern Railroad discharge passengers at the head of La Salle street, but a short distance from the Chamber of Commerce, the Court Houses, and the location of the principal law and business offices of the metropolis; while the Pittsburgh, Ft. Wayne & Chicago Railroad will deliver the resident of this suburb on the west side, corner of Madison and Canal streets. More than one hundred and fifty trains (64 passenger trains) pass this point daily, going to and from the city, and *all stop*. The choice of such facilities for reaching any portion of Chicago, and of shipping goods by railroad to any part of the country, gives Grand Crossing an importance as a place of business and residence unequalled in the whole West.

THE CORNELL WATCH COMPANY erected their manufactory at Grand Crossing, which has been in operation about a year-and-a-half. Their production has been gradually increasing in quantity and improving in quality until the success of the enterprise is fully assured. Of course this factory became the nucleus of a settlement which already numbers about seventy-five dwellings.

THE HALL MANUFACTURING COMPANY have also commenced an enterprise which has already given a new impulse to the place. Their manufactory is located on 79th street and Greenwood avenue, and is nearly ready for the machinery. Their business is the manufacture of artisans' tools, and they will employ 75 to 100 hands.

Other manufacturing interests will soon be centred here, and the rapid growth of the place is now hardly to be considered a problem. Leaving the manufacturing interests out of the question, the unequalled facilities for reaching the city, the favorable soil for yards and gardens, and the low price of land, together with its close proximity to the great SOUTH PARKS, will insure a dense population at Grand Crossing.

From ten to twenty-five pouches of U. S. mails, considerable express matter and many passengers are now transferred at this crossing, thus saving a mile of cartage and expense of bus fare.

The Holly system of water-works is now to be immediately introduced into Hyde Park, and our "main" will be laid at once to the crossing, thus supplying the people with the pure water of lake Michigan in greater abundance than is now furnished to the city of Chicago.

Thus the conveniences for manufacturing and shipping freight; the facilities

for ingress and egress to and from the heart of Chicago; the rich soil for lawns, yards and gardens; the nearness to the finest system of public parks and water-courses in the world; the cheap fare and short time required for residents to reach any portion of the city; the immediate introduction of all modern improvements for cheap, healthful and elegant homes; all combine to make Grand Crossing a point of first importance in the inland METROPOLIS OF THE WESTERN WORLD.

SOUTH LAWN.

A bright, dashing suburb of less than three months' growth, this handsome place is now among the most attractive of Chicago's environs. Messrs. Young & Rowley, the well known real estate men, at room 3, No. 152 Dearborn street, were the first to observe and profit by the naturally fine location of South Lawn, and under their direction miles of streets have been opened, trees planted by the thousand, and many other improvements instituted. There is being built at this place an elegant depot on the Illinois Central road, and they promise additional accommodations by running the Hyde Park trains to this place, and other improvements are to rapidly follow; among them a new railroad is on the tapis. As a place to buy cheap homes, or invest for substantial future gains, South Lawn is one of the most promising of centres. Young & Rowley, room 3, 152 Dearborn street, are doing a heavy business in this property, and all parties desirous of making a first-class investment would do well to call on them. Parties of moderate means or income can secure through them a desirable investment on acceptable terms and conditions.

PROJECTED RAILROADS.

In addition to the lines mentioned, whose suburban interests are more or less developed, a number of others—in fact, their name is legion—are now securing the right of way, and knocking about the city limits seeking admission. Of these new roads the Baltimore & Ohio and Canada Southern have been incidentally mentioned. The Chicago & Great Western, *via* La Salle, is rapidly taking shape. Then there is the Chicago & Northern Pacific Air-line, making a straight shoot for Duluth. Work has been begun on this road, and 150 miles from Chicago northward will be completed this season. A suburban road is talked of to run west on Twelfth street to the neighborhood of the Desplaines, and then to turn due north to Melrose, on the Galena division, which is laying itself out for a manufacturing centre. Then there is the Holden road seeking the right of way, and another known as the Hamilton, Laxon & Eastern Railroad, which is seeking entrance to the city in the southwest part.

Among the projected railroads centering in Chicago none has excited more remark, or been the subject of more speculation than the Danville & Vincennes. Several reasons concur to this end which do not enter into any other railroad projected from this centre, but we can only enumerate without any amplification or discussion—1st. Its position as a southern through-line connecting for Evansville and all southern points. 2d. Its tapping of the Indiana coal-fields in such a way as to bring us coal of 50 per cent. greater value than the Illinois coal at two-thirds the freight. 3d. In its being a running road with a strong organization, as against simply projected roads having no settled lines; and 4th. In its striking through the region of country on almost "*terra incognita*," but lying splendidly for the growing future of our magnificent city.

Sisson & Newman have 640 acres on this line, to-wit: Secs. 35, 38, and 13, about 9 miles from the Court House, which on completion they expect to improve and have some manufactoryes established, and proceed as heretofore in their other transactions to place in market for suburban use. Their former efforts prophesy the success of anything they undertake.

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